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6 NOVEMBER 1959

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1951 Oct. ALLARD 91 P saloon, green RH.....	£195
1951 ALLARD P1 saloon, tidy, grey.....	£165
1955 ASTON MARTIN DB2/4 Sports saloon, low mileage, one owner specimen in maroon with beige hide RH.....	£1,395
1952 ASTON MARTIN DB2 Sports saloon, spotless, example, finished in green with beige hide RHP.....	£945
1935 ASTON MARTIN Mark II 2-seater	£375
1947 ARMSTRONG SIDDELEY d/h, grey AUSTIN	£145
1958 de luxe, duo green, HI.....	£695
1955 Nov. A90, duotone cream/grey HXK.....	£495
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1949 Princess, remarkably clean, black H.....	£325
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New Sprite, Speedwell blue, extras, on Show.....	£660
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1959 Sprite, white, 4000, every extra I.....	£635
1958 Sprite, primrose/black, every extra HI.....	£595
1957 Dec. BN4 duotone blue/ivory PFBH.....	£895
1957 BN4, white/black, low mileage HOPI.....	£845
1955 1005 ex Flockhart DWQH.....	£775
1955 BN1 duotone blue/white HOWQ.....	£565
1954 BN1 spotless red specimen, OWHQ.....	£565
1954 BN1, tidy throughout, red HWO.....	£465
1937 BENTLEY 4 1/2 Park Ward saloon.....	£195
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1926 BERKELEY de luxe, red, one owner.....	£355
1950 DAIMLER Hooper Touring saloon, 30,000 miles (ex Royalty), magnificent example RH.....	£1,585
1958 FAIRTHORPE/Climax Stage II HDQI.....	£545
1953 Nov. FN Targa Fioria/BS4, maroon, RH.....	£945
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1958 Zephyr Convert., low mileage, white RHP.....	£825
1958 Consul Convert., unmarked, white HM1.....	£785
1958 Consul Mark II Saloon Duotone, RH.....	£695
1957 Consul Mark II saloon, dark green H2.....	£645
1957 Consul Mark II saloon, duotone HI.....	£645
1956 Oct. Consul Mark II saloon, duotone HI.....	£595
1956 Prefect, unmarked grey H.....	£445
1956 Consul saloon, superb in green.....	£475
1955 Consul Convert., beautiful blue example RH.....	£475
1955 Zephyr Convert., duotone, grey/red H.....	£425
1954 Consul, black, must be seen, HP2.....	£445
1954 Zephyr, fine black example H.....	£395
1953 Sept. Consul, well maintained, grey H.....	£405
1950 Oct. Pilot 1959 engine, black RH.....	£155
1949 Ang in duotone green/black, superb.....	£225
1954 HEALEY ABBOTT Convert., red.....	£545
1951 HILLMAN Minx fawn specimen H.....	£295

JAGUAR	
1956 XK140 d/h blue, very exceptional HI.....	£795
1955 XK140 f/h maroon Show-piece, HP.....	£765
1955 Mark VII M, spotless grey, OH.....	£545
1954 XK120 d/h lovely example, grey.....	£555
1954 XK120 d/h black/red, RHPX2.....	£575
1954 Mark VII, black, must be seen.....	£465

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F — fog light	W — wire wheels
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O — overdrive	I — one owner
M — Modifications	2 — two owners

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1949 Mark V, 3 1/2 saloon, duotone grey, RH.....	£335
1951 Mark V 3 1/2 saloon, excellent example, black	£295
1939 SS100, red, original example.....	£295
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1954 KIEFT/CLIMAX Stage II, green.....	£445
1955 LOTUS Mark IX/1100 Climax De-dion	£545
1955 LOTUS Mark VI/Climax 1100, silver.....	£495
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M.G.	
New M.G.A. Twin Cam, blue, extras, im-	
mediate.....	£1,207
New Mark III Island green/beige, on show.....	£1,012
New M.G.A. 1600, red, on show.....	£943
1959 M.G.A. Twin Cam, f/h, red, 1,271, RHX.....	£1,245
1959 M.G.A. 1600, 2,000 miles, blue, DX1.....	£975
1958 M.G.A. Roadster, spotless blue, RHPI.....	£765
1957 Dec. M.G.A., pacific green, HI.....	£775
1957 Magnette varitone, duogreen, HP.....	£795
1957 Nov. M.G.A. f/d, red, RHV.....	£775
1957 M.G.A. Roadster, red, BFMPQX2.....	£695
1956 Magnette, red showpiece, RH2.....	£465
1954 TF, black, best available, QR.....	£545
1954 TF, excellent black example, H2.....	£545
1954 TF, really superb in ivory, PQB.....	£525
1954 TF, beautiful example, ivory, AB.....	£525
1954 Sept. Magnette, spotless black, RH2.....	£525
1954 TF, red, above average.....	£515

1953 TD, exchange engine 1,000 miles ago	£465
1953 TD, exceptional throughout, black.....	£465
1953 TD, red showpiece, small, extras.....	£465
1953 TD, red, above average, RH.....	£395
1951 Oct. TD 1959 engine, superb green.....	£455
1949 Oct. TC, good throughout, black.....	£345
1949 TC, exceptional example, black, B2.....	£325
1949 TC, white, average condition.....	£275
1947 TC, green, above average.....	£245
1947 1 1/2 Y saloon, well preserved, bronze.....	£295
1947 TC, black, enthusiast maintained.....	£285
1946 TC, red, well maintained.....	£295
1939 TA Rickford, blue, must be seen.....	£315
1939 TA Tickford, red, tidy.....	£175

MORRIS	
New Minor d/luxe 4-door, grey, on show.....	£659
New Mini Minor d/luxe, blue, on show.....	£537
1958 Minor Convert., supercharged, ivory, HI.....	£565
1958 Minor 1000 Convert. d/luxe, grey, HI.....	£575
1957 Minor 1000 d/luxe saloon, blue, HI.....	£545
1955 Oxford, Claridon grey/red, H.....	£445
1955 Oct. Minor Convert., new engine.....	£445
1952 Sept. Minor Convert., new tyres, green H.....	£345
1957 MORGAN 4/4/1172, ivory/red, H.....	£455
New RILEY 4/68, red, heater, on show.....	£1,020
1955 RILEY Pathfinder, grey specimen, H.....	£575
1953 RILEY 1 1/2 saloon, must be seen, H2.....	£325
1951 RILEY 2 1/2 saloon, black, FRHP.....	£345
1957 Oct. RENAULT Dauphine Ferlic, HI.....	£545
1956 Silver Cloud, 37,000, black/perl.....	£3,150
1938 RR V12 PH3 Windover o/d saloon, RH.....	£765
1938 RR 25/30 o/d saloon, black.....	£695
1935 RR 20/25 Windover o/d saloon.....	£375
1952 SUNBEAM-TALBOT Mark II 90 Conv.	£375
1934 TALBOT 1055, supercharged 2/4	
seater, must be seen, green.....	£245

TRIUMPH	
1959 TR3 A, red, showpiece, 4,000, QB1.....	£895
1958 Dec. TR3A, unmarked white/red, HPX1.....	£465
1956 TR2, green, 21000 PQQ (3 speed) I.....	£595
1954 TR2, very exceptional, black, H.....	£495
1949 2000 Roadster, must be seen.....	£255
1949 2000 Roadster, bronze specimen.....	£375
1949 2000 Roadster, green, tidy.....	£225
1948 1600 Roadster, excellent example, grey.....	£245
1947 1600 Roadster, dark blue specimen, H.....	£295
1947 1800 Roadster, grey.....	£215
1946 1800 Roadster, black, showpiece, H.....	£245
1958 TURNER, very fast/economical, RQX2.....	£545
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New WOLSELEY 1500 Fleet on show.....	£705

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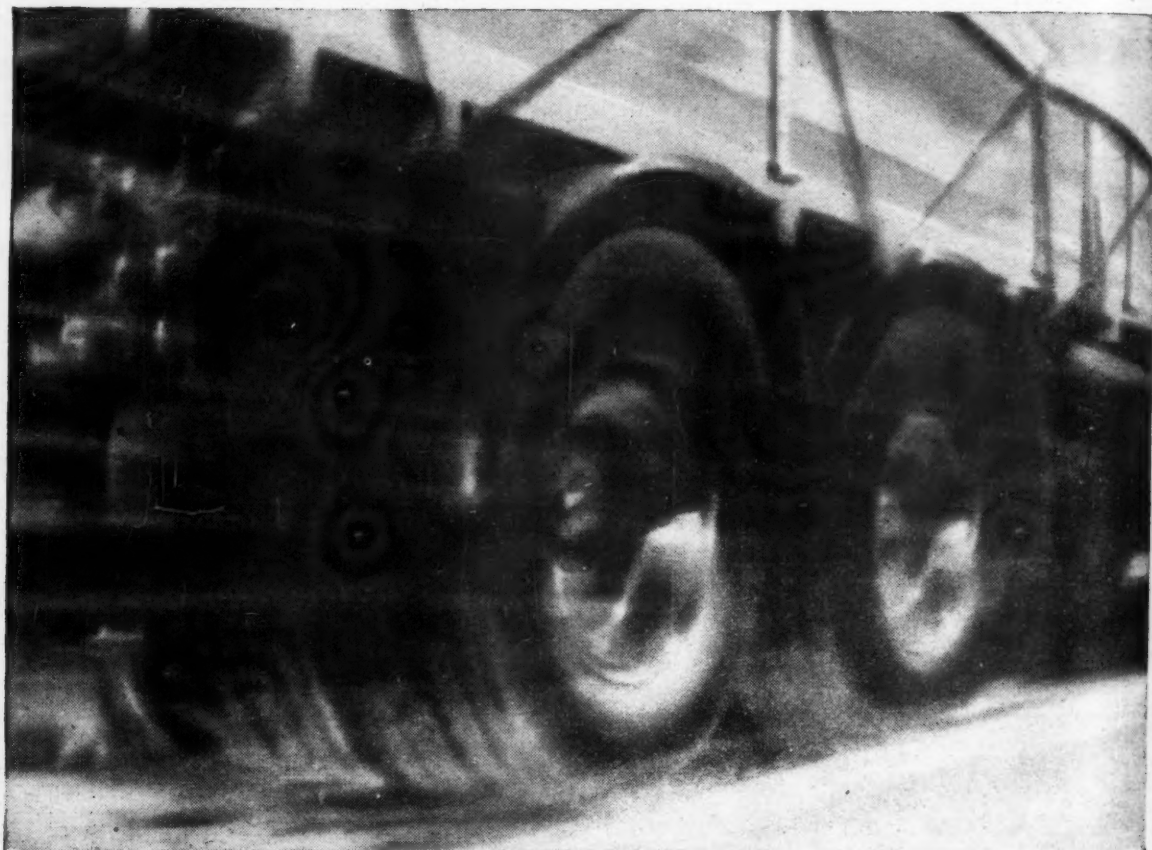
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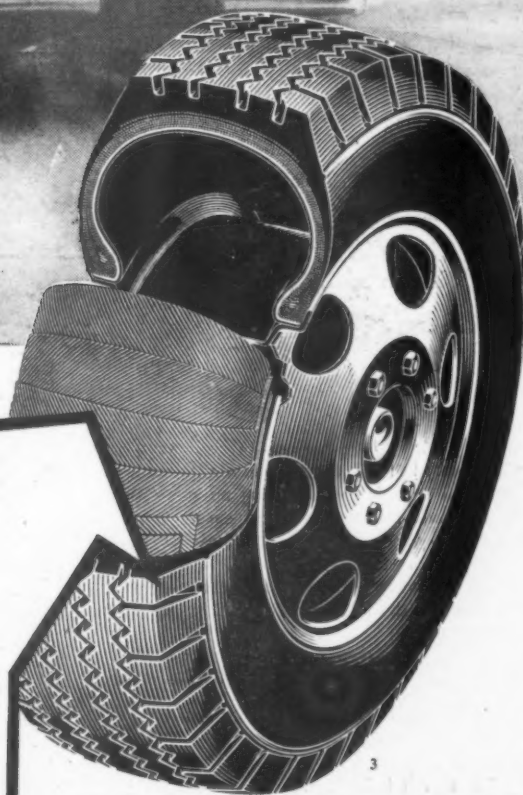
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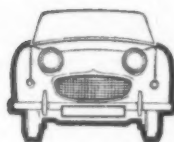
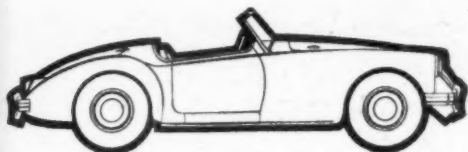


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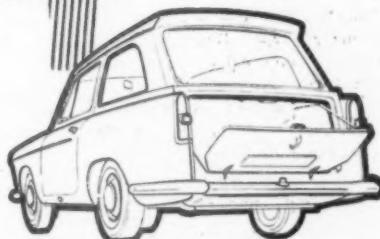
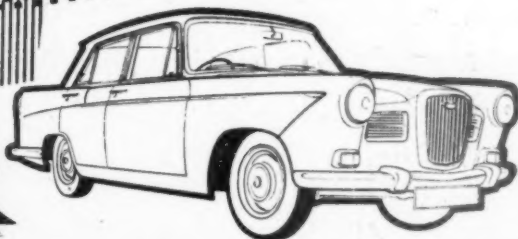
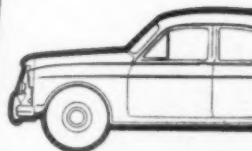
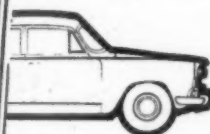
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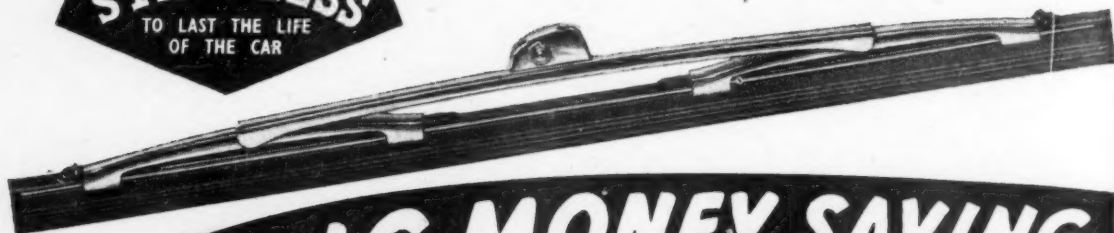
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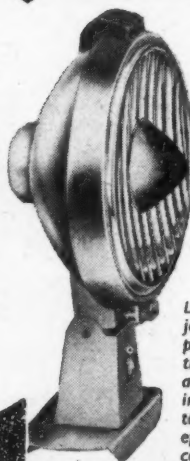
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see you through
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— and on
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— get you there **Fast**

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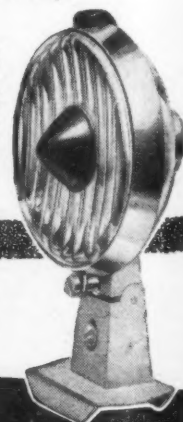
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IN MOTOR VEHICLE SUSPENSION

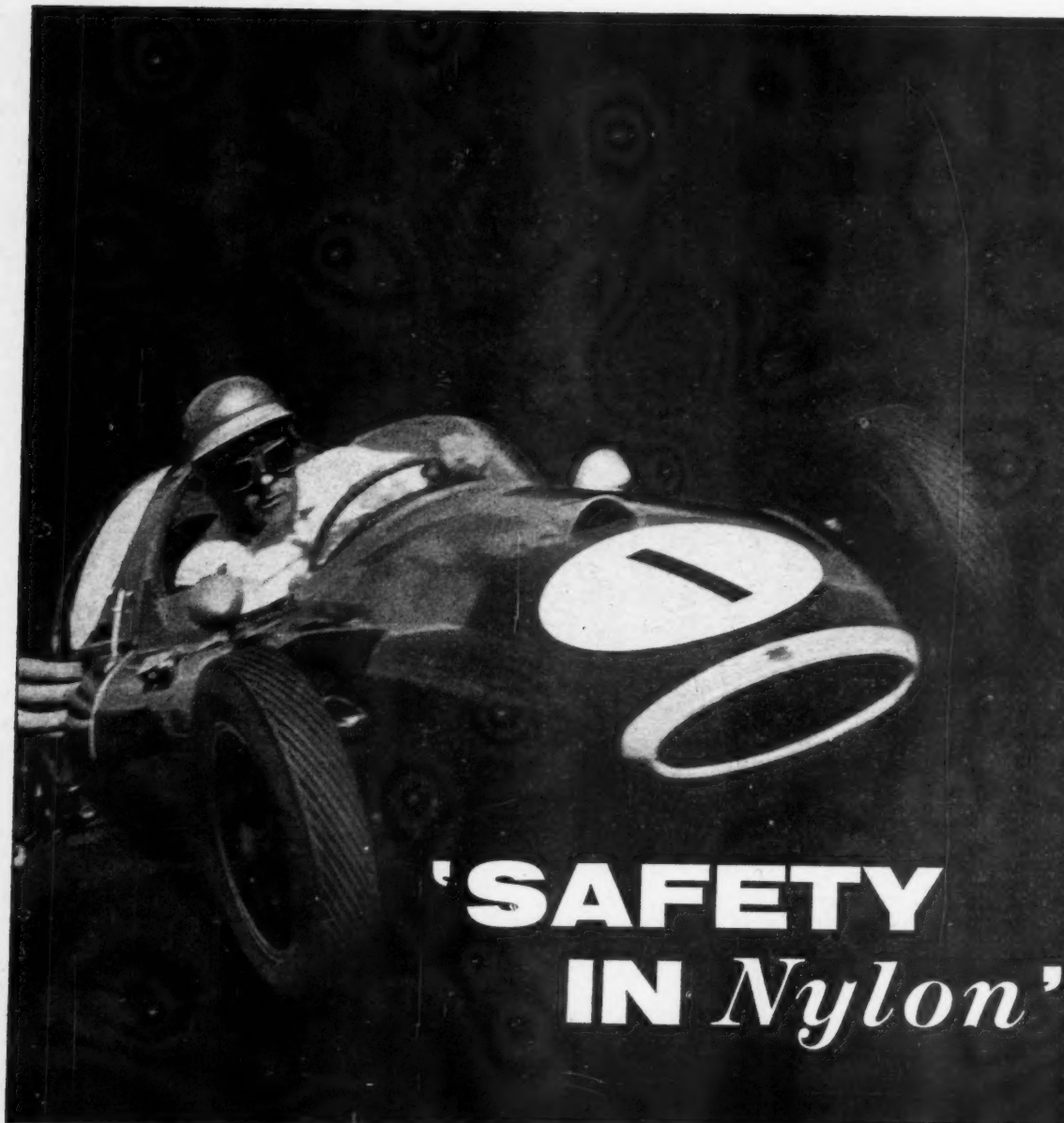
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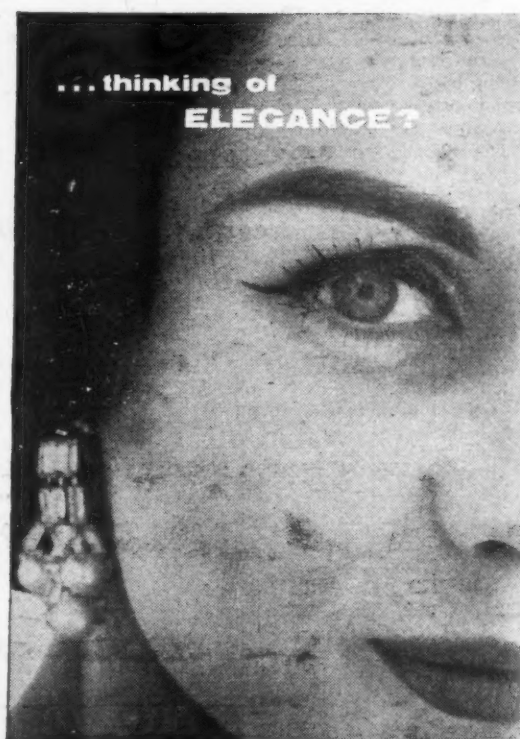
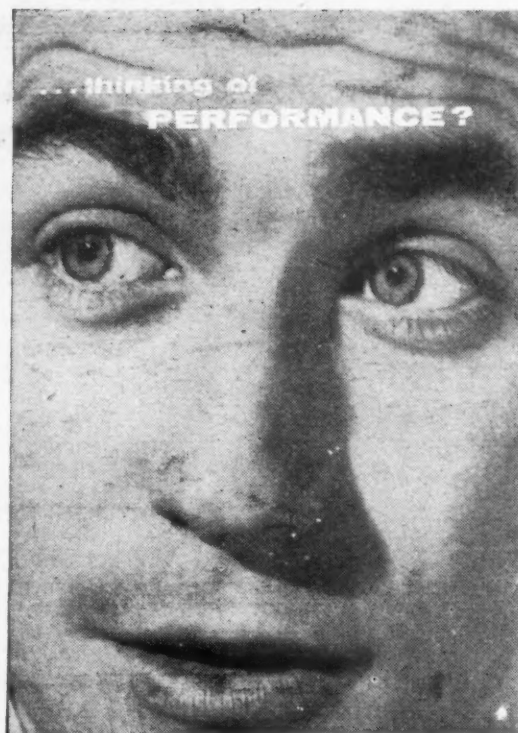
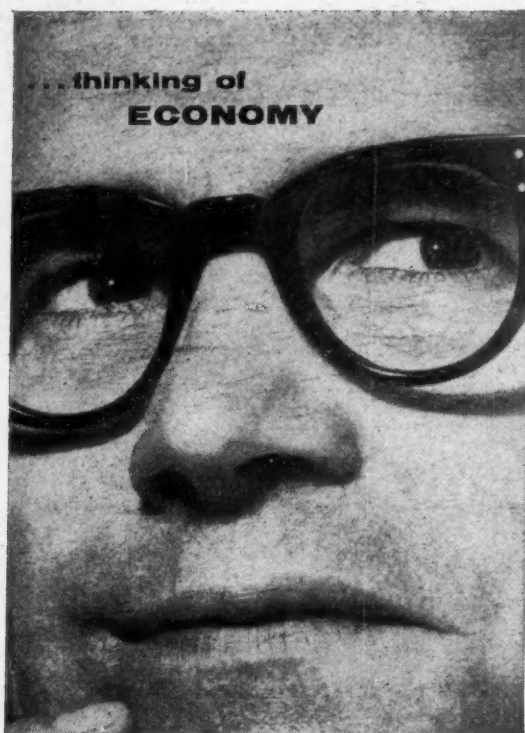
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DID YOU KNOW THAT—

1. Nearly all British racing cars use nylon-corded tyres?
2. Nylon-corded tyres were fitted to the Aston Martin sports cars which came first and second at Le Mans this year?
3. Nylon-corded tyres can be remoulded time and again—thus multiplying tyre life many times?



BRITISH NYLON SPINNERS LIMITED • 68 KNIGHTSBRIDGE • LONDON • S.W.1



-think of the RENAULT DAUPHINE



The Autocar

VOLUME III NUMBER 3225 6 NOVEMBER 1959

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Safety Margins

WITH the coming of shorter days, poor light and slippery roads, the risk of accidents becomes greater; everyone knows this, whether they move on foot or in a vehicle. What many forget after a long, dry summer is that much greater allowances have to be made, not just for seeing but for reacting. People who are cold and bundled up in coats are slower in every respect; cars cannot stop or manoeuvre so quickly on wet or icy roads.

Often in the past we have stressed the importance of training and conditioning children in combating the accident menace. An omission from a recent news announcement prompts consideration of what is being achieved. First some figures—the saddest of all—for children killed. The black year was 1930, when the total was 1,685. By 1957—the best year on record—the number was down to 629. Both 1956 and 1958 returned 717. Happily in the first part of 1959 the fatal accidents are fewer again, and with real care by everyone, a new minimum figure may be achieved. By the end of August, figures from the Royal Society for the Prevention of Accidents showed an improvement of 46 over the last year and 5 over the previous year to that.

Now to return to the incomplete news paragraph. It was recorded that approaching half of the total killed in 1958—2,468—were under 15 years old, omitting or over 60. This brings us back to making allowances for the slower-moving and slower-reacting, at the same time working harder than ever on that continuous process of making the young traffic-sensible. There is little doubt that in these last-named efforts, the authorities really are making headway.

New Procedures

OVERLEAF is printed some advice on a different kind of driving, which is new to the majority of British motorists—

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driving on motorways, or clearways for motor vehicles. Given reasonable care and consideration by all drivers, these new roads will be safer, faster and less frustrating than any in general use hitherto. *The Autocar* will continue, week by week, to pass on and direct attention to all useful information and experiences that come our way, and we hope drivers will apply them.

May we ask even the very experienced motorists to be a little humble at first, and also to be patient with others using special motor roads for the first time. Goodwill or its absence in driving could play a big part in making or breaking the success of motorways in their early days.



IS YOUR DRIVING ADVANCING?

Part 5

ON THE MOTORWAY

FOR five days the new London-Birmingham Motorway has been in commission and it introduces, to those who use it, a whole new set of motoring problems. First and foremost, it is designed and intended to be a fast road; you will not be compelled to drive very fast on it, but if you do, you should not have much trouble in covering the 70-odd miles in an hour. Because of the speeds involved, accidents that might occur along its length would be, potentially, much more serious than on the slower, twisting roads to which we are accustomed. In America, where such roads are the rule rather than the exception, and where people are accustomed to coping with the particular conditions, the accident rate usually goes up when a new Turnpike or Throughway is opened, but when drivers have grown accustomed to the new road, and things have settled down, the accident rate subsides to less than that for a normal highway. Anything that can be done to keep accidents down on the Motorway in its early days is vitally important—and, ultimately, this depends on the good sense and driving habits of those who use the road.

First and foremost comes lane discipline; it is, unfortunately, practically unknown in this country—yet, on a motorway it is essential. The Americans are now near-perfect in this respect, mainly from bitter experience; but this has taken a number of years to achieve. By "lane discipline" is meant an instinctive and full acceptance of the fact that it is wrong—utterly wrong—to switch from one lane to another without first having made absolutely certain that the move is not going to inconvenience anybody else. This means a full knowledge at all times of exactly what is going on astern—what cars are there, whether they are of the type likely to be travelling much faster than you are, their rate of approach, and where they are placed on the road (from which you can deduce any intended manoeuvres). The slower you drive, the more you will need to concern yourself with the cars behind; only those who are travelling really fast will be primarily on the lookout for traffic ahead... they may be closing with it extremely rapidly.

Because of the foregoing, the driving mirror takes on an even greater importance. A steamed-up rear window, or one that is obscured by parcels on the rear shelf, or "I've been to..." stickers, should become an offence on the Motorway.

Again, closely tied to the subject of lane discipline, is the underlying purpose of signalling. Many people feel that the act of signalling—whether by flasher, indicator, or the right arm—gives them the right to carry out their intended manoeuvre; how often, in the event of an accident, are the police told "Well, I signalled." A signal, in fact, does no more than indicate to other traffic the desire to change direction; the action, when carried out, must still not inconvenience or endanger others.

There are lorries and heavy traffic on the Motorway, and one will have to overtake them—at a speed, perhaps, where the slower cars are concerned, no more than 10 m.p.h. greater than that of the lorry itself. The instinct, born of years spent on the rolling English road, is to signal and go by.

The Motorway has three lanes in each direction and so if we assume that all slow traffic does, in fact, keep to the left lane, the rather faster vehicles can use the middle lane for passing without blocking those on the fast, right-hand one. But to be safe this requires an early indication of intention and a gentle pull across into the middle lane. To steer out abruptly to pass, say, a slow commercial vehicle, must involve a wider swing out and must also be most disconcerting to others catching up behind. It helps, also, if the overtaking vehicle can steer back into the left lane as soon as it is safe to do so.

These and other remarks will be familiar enough to British motorists who have driven on the German *autobahnen*. They will also know that there is much to be said for the use of head lamps by fast cars approaching from astern, to indicate that they are preparing to overtake. In these circumstances the horn is of little value, it is seldom heard except at close quarters.

Notices reading "Keep to nearside lane except when overtaking" are common on the larger roads nowadays—yet how many people follow these instructions? On the Motorway one does not even have the excuse that one was looking out for a turn to the right. A point that at present is occupying the minds of the police destined for duty on the new road, is that there will still be those who "potter" along in the middle lane—and, equally, there will still be those who (largely through exasperation and impatience) will nip through on the left. This, apart from being illegal, is a potential source of accidents.

Fast driving—even in a straight line—is completely strange to some people, particularly those who have not been fortunate enough to take their cars abroad. There are some who are neither physically nor mentally equipped to cope with the increased tempo, or possess the greatly reduced reaction times that high speeds demand—let alone having eyesight in keeping with the demands of safe, fast driving. At 30 m.p.h., the field of critical vision is around the normal braking distance for that speed; at 100 m.p.h. reasonable braking distance may be ten times that, and critical vision must be extended proportionally. Most of us are conditioned to seeing danger 100 yards or so ahead; but on the Motorway it will be essential—if one is going to drive fast—to be capable of spotting a potential accident at anything up to a mile.

There are two sorts of speed to consider on motorways—one's actual speed, and its association with reaction times, and one's ability to stop or change direction; and relative speed, which is particularly important when overtaking.

Although 70 or 80 m.p.h. will sound very fast to some motorists, it is worth bearing in mind that on the normal undivided roads on which they may be driving at 40 m.p.h. the head-on closing speed with approaching vehicles will frequently be as high as 100 m.p.h. On the Motorway the speed difference between two vehicles moving in the same direction—one at 80 and the other at 50 m.p.h., is still only 30 m.p.h. Without doubt, properly used motorways are altogether safer, fast or slow, than ordinary highways.

It is unfortunate that this first real motorway in England has come into service at the beginning of winter, for it must be admitted that any adverse weather conditions and more particularly when there is a chance of running unexpectedly on to ice or into fog, the greater the speed the greater the risk.

Disastrous pile-ups of vehicles have been known on Continental and American motorways, but these can be avoided in England by forethought and good anticipation on the part of drivers and with the help of road patrols who will put out warnings and, in an emergency, will light flares at the road edge well in advance of the trouble area. When the weather conditions are such as to encourage fog patches and icy stretches, a driver who is unprepared must accept most of the blame himself.

One bit of advice which applies to drivers in many circumstances but in particular to those on the motorway in icy conditions, is to steer out of trouble rather than lock the wheels with heavy braking, so losing control. In emergency one may drive on to the hard shoulder on the left at speed.

At night it is usually necessary to use head lamps on main beam for much of the time. The dazzle problem is less severe on the Motorway than on undivided main roads but even so may be serious at many points. Drivers, therefore, have to be every bit as considerate on the Motorway as elsewhere.

Many people think that, at least for a number of months to come, heavy transport vehicles will mostly keep to their customary routes on the ordinary main roads. Not only are the drivers familiar with these roads but they have their favourite cafés and meeting points, none of which are as yet to be found on the Motorway. Acceptance of motorway driving will probably be progressive—which is all to the good.

No parallel can be drawn from the use of German *autobahnen* by practically all the heavy traffic because in many cases

there is no acceptable alternative to the *autobahnen*. It is not always appreciated that the great part of Germany is poorly served by roads other than the *autobahnen*. The same may be said of areas of northern Italy.

There are a few points to be mentioned regarding cars on the Motorway. All recently constructed cars should stand up easily to the sustained fairly high cruising speeds required of them but older cars may not take so kindly to them. There is a number of preparations and precautions which are worth observing, some which apply only to older cars, others to all vehicles.

For example, never set off with engine oil at the low limit of the dipstick because—particularly in hot weather—fast driving will usually increase the oil consumption.

Correct tyre pressures for the speed and the load become much more important. Out-of-balance front wheels may not be felt up to 50 m.p.h. but at 65 m.p.h. can cause pounding, vibration and directional instability.

Some cars overheat more readily at high speeds, even though more air passes through the radiator, so check the fanbelt and when you next wash the car put a high-pressure hose through the radiator from the inside to wash out bugs, leaves and dirt.

Loose panels, badly fitting bonnets and the like are also potential dangers at high speed.

If you have been driving through heavy rain or flooded portions of road and have not used the brakes for some minutes they may be less effective than you expect on first application.

Rabbits and the Railway

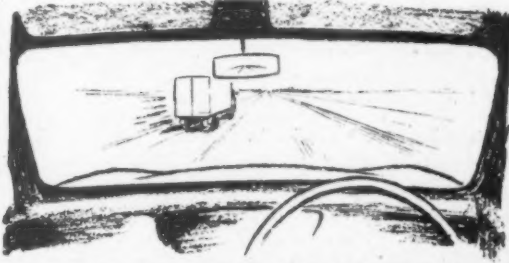
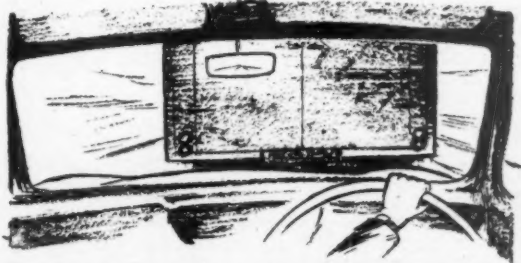
Those who have read our previous articles about motorways and their use will know that the London to Birmingham road has been specially designed to avoid monotony because it is known that almost unending straights can bore a driver and lead him or her to doze off and run off the road. Even so, the relatively short period that drivers are likely to spend on the Motorway will call for full concentration on driving.

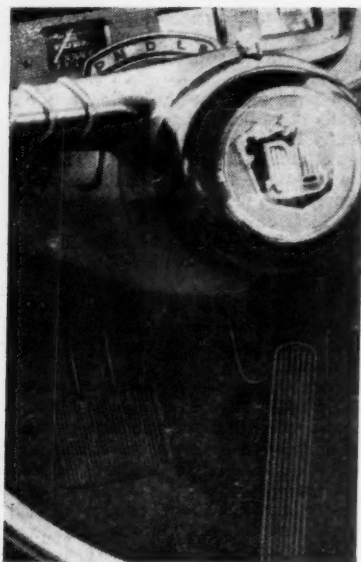
Members of the staff with experience of driving on the new Motorway have found few inherent hazards of which readers should be warned. At night, however, drivers are advised to expect rabbits on the road, and should be mentally prepared not to swerve or brake violently when one suddenly appears ahead. Another point is that a red or green light seen in the distance near the north end of the motorway should not cause alarm. They are signals for the railway, which runs parallel at that point. But be prepared for the sudden noise of a train.

Some people have suggested that there is nothing particularly new about the motorway since large sections of the Great North Road are of a similar nature and have divided carriageways. There are three very important differences: most dual carriageways on the Great North Road must be considered of two-lane width, parking on the road side does occur and, of course, there are frequent unguarded intersections.

Summing up, therefore, the cardinal points are: lane discipline, above all; unceasing use of the rear-view mirror; learning to estimate closing (or relative) speeds; keeping to the nearside lane; and never driving beyond your capabilities; anticipating adverse weather conditions in winter—fog in the hollows, ice in exposed places—and, of course, never stopping on the road.

Overtaking on the Motorway becomes a manoeuvre planned well in advance (right)—not the last-minute nip-through one has learned through necessity on crowded roads (left)





Automatic Transmissions

PART ONE: FROM THE FLUID FLYWHEEL TO THE TORQUE CONVERTER

By R. F. ANSDALE, A.M.I.Mech.E.

WHENEVER automatic transmissions are discussed, controversy amongst the motoring fraternity is inevitable; it is, therefore, appropriate to take stock of the situation periodically, to determine whether the progress made justifies a change of opinion. The variety of automatic gear boxes of new or established design, and the emergence of infinitely variable ratio transmissions, such as the DAF friction drive and the M.I.R.A. hydrostatic drive, necessitate some classification to permit a measure of appreciation.

Most automatic transmissions do not belong to the infinitely variable ratio category, since they offer two or more distinct gear ratios which may be selected and engaged more or less automatically. Common to them is the use of two similar major units:—

1. The hydrokinetic torque converter, converter-coupling or even the simple hydraulic coupling—also known as a fluid flywheel.
2. A mechanical gear box, consisting

primarily of epicyclic (planetary) gear trains providing up to four distinct gear ratios.

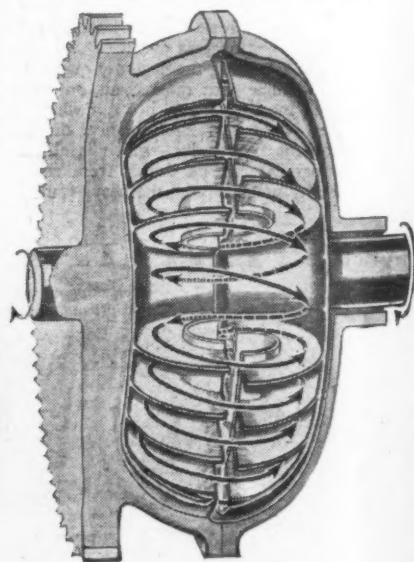
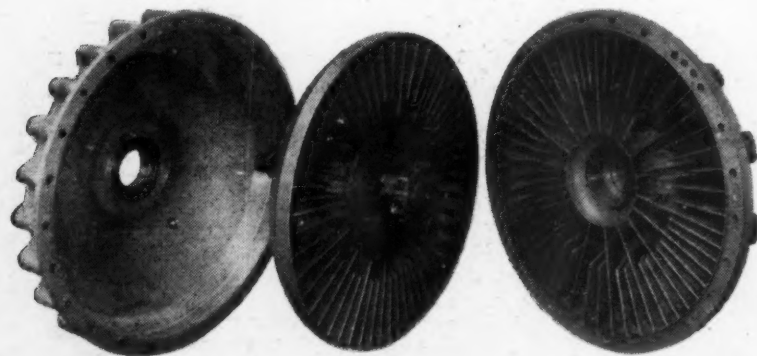
Automatic devices to select and engage the available gear ratios vary in detail, but produce comparable results.

Because of the complexity of torque converter design, perhaps it is desirable to attempt a brief description of the underlying principles. This will make it less difficult to view in its true perspective the achievement symbolized, for instance, by the latest Ferguson-Teramala and Chevrolet Turboglide transmissions, described later.

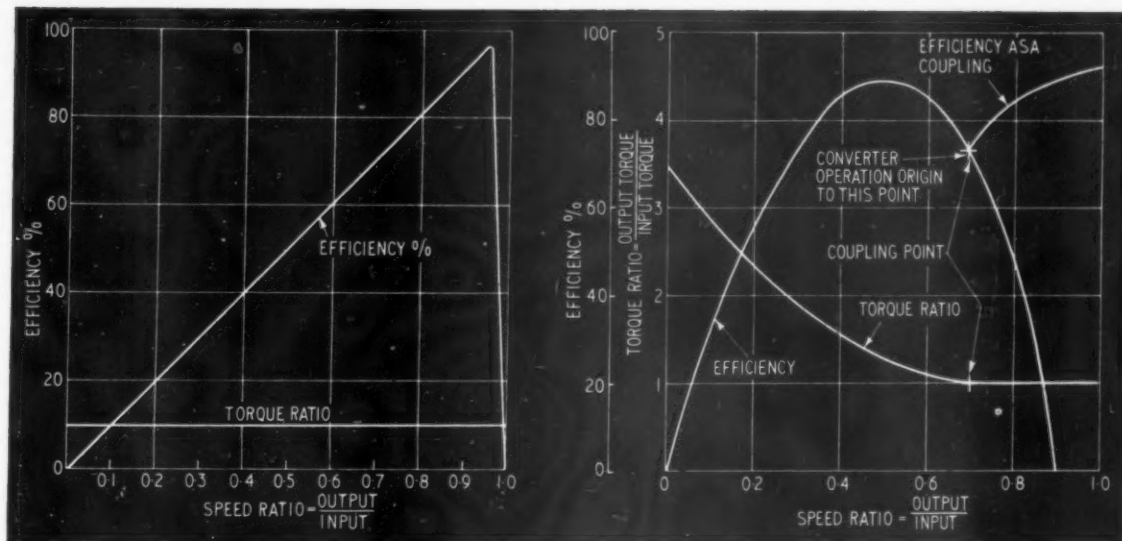
The fluid flywheel is almost synonymous with the name of Daimler, for the combination of fluid flywheel and planetary gear box has formed the standard Daimler transmission for a great many years. Automotive fluid flywheels consist of two very similar rotors, an impellor and a runner, accommodated in a suitable casing. These rotors form a torus which is divided into separate segments resembling, to some extent, orange slices, and widening towards the outer ends.

The impellor is attached to the engine crankshaft, while the runner is fixed to the gear box input shaft. Hence there is no torsionally rigid connection between crankshaft and gear box input shaft; all the power must be transmitted by oil circulating within the coupling (Fig. 1).

It may be easier to visualize the path traced by the single particle of oil (Fig. 2). Assuming that it starts at the smallest radius of an impellor vane, the particle will move in an outward curve under centrifugal force as the impellor rotates, thus acquiring kinetic energy. At the largest impellor vane radius, this particle passes from the impellor into the runner, where it impinges upon the runner vane, loses some kinetic energy and can, therefore, move inward towards the starting



1.—Elements of the simple hydrokinetic coupling (Sinclair type or fluid flywheel) showing the impellor on the right, the rotor—or runner—and the other half of the outer casing, which bolts to the impellor. 2.—Right: Path of a single oil particle between the impellor and rotor blades



4 and 5.—Performance curves for a fluid flywheel (left) and a converter coupling or three-element torque converter

position. The path traced is very similar to the shape acquired by a long coil spring which is bent round until the ends meet.

As the coupling, of course, contains more than one particle of oil there is a continuous stream passing round and round from impellor to runner, and the kinetic energy lost to the runner is very nearly equal in all circumstances to the kinetic energy acquired in the impellor; even when the runner is stationary, the oil will circulate as long as the engine is driving the impellor. The kinetic energy transmitted to the runner will tend to turn it, and so we arrive at gear box input torque.

It is clear that the torque in a device of this nature cannot be greater than the torque delivered by the engine and, in fact, is fractionally smaller. The coupling capacity is limited as in a normal automobile clutch.

A torque converter can deliver a far higher output torque to the gear box than the engine imparts to the impellor in a fluid flywheel, by the inter-positioning of guide vanes or a reaction member. These vanes, placed on the inlet side of the impellor, give the returning oil a certain amount of rotational speed, causing it to leave the impellor with far greater kinetic energy than it could acquire in an equivalent hydraulic coupling. The additional kinetic energy is responsible for the increased output torque.

The casing is the same for an hydraulic coupling and a torque converter; disregarding this, the coupling (Fig. 1) consists of two working parts, the impellor and runner, while the converter (Fig. 3), in its simplest form has three components—the impellor, a runner (now called turbine) and the reaction member.

The simple three-element torque converter is often called a converter coupling. When input and output speeds rise, a point is reached at which the oil re-entering the reaction member has so much rotational velocity that the guide vanes

do not have to give the oil more velocity. A still higher speed will cause the oil to impinge on the reverse side of the guide vanes, which consequently rotate in the same direction as the impellor and the turbine. Up to this point, the turbine has been prevented from moving in the opposite direction by a freewheel or sprag type clutch. The unit having gained so much rotational speed that the guide vanes become ineffective, obviously the output torque cannot be greater than the engine torque. From the point where the guide vanes become ineffective the converter starts to function as an hydraulic coupling, hence the term converter coupling.

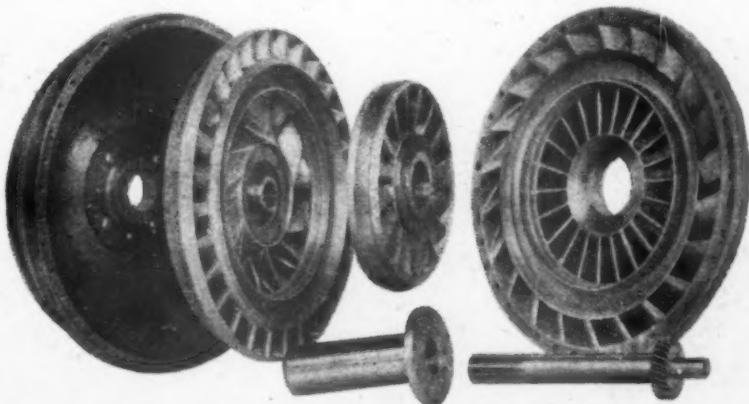
Fluid flywheels are only partially filled with oil, while torque converters are slightly pressurized and continuously charged by a small pump. Characteristic performance and efficiency curves are shown in Figs. 4 and 5 respectively.

Although some very complicated multi-stage converters—with more than one turbine—have been developed, the simple three-element converter coupling has

achieved phenomenal success, and without it the modern automatic transmission might not have developed so rapidly.

American automatic transmissions in this country are exemplified by the Borg-Warner unit, though there are other transmissions of at least equal merit in the United States; it is fitted to no fewer than 24 different British car models.

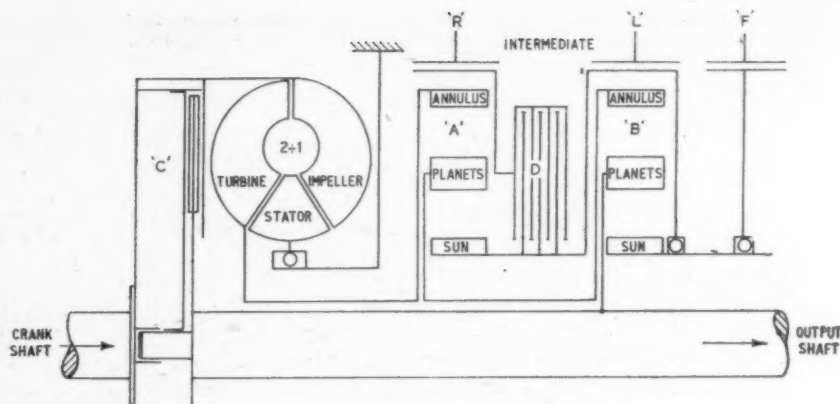
The Borg-Warner automatic transmission offers, in addition to one reverse ratio, three forward speeds—low, intermediate and high. High is, in fact, direct drive obtained through the engagement of a single-plate clutch, which excludes the converter and the epicyclic gear trains; hence it is termed lockout-clutch. A hydrokinetic converter coupling, two epicyclic gear trains and the necessary control mechanism form the main components of this transmission; the above mentioned single-plate clutch, a multi-plate clutch, three brake bands and two freewheels required for the operation of this box are, of course, included in the transmission (Figs. 6 and 7).



3.—Torque converter of three-element type (Brockhouse-Salerni), with the reaction member, second from the right, which is interposed between the impellor and the rotor

Automatic Transmissions...

6.—Diagrammatic layout of the Borg-Warner automatic transmission. For low gear, brakes F and L are applied; for intermediate, brake F and clutch D; for top, clutch C engages direct drive; and for reverse, brake R is applied



In low gear the engine output is transmitted via the converter, and both gear reductions are used in series; for intermediate gear the multi-plate clutch locks the gear train nearest the converter so that it rotates as a single mass; thus only the remaining epicyclic reduction gear transmits the converter output to the final drive shaft. The manually operated, selector valve has been so arranged that low and reverse are adjacent, to permit rapid changes from one to the other and so facilitate easy manoeuvring in confined spaces. A pointer attached to the steering column-mounted hand lever permits the selection of P (park), N (neutral), D (drive), L (low) and R (reverse). Only when the indicator points to P or N is it possible to start the engine. In P the car cannot be moved either backward or forward, because a special pawl prevents

the gear box mainshaft from rotating.

Completely automatic changes occur only when the manually operated selector valve is set to D; the governor valve is controlled by a centrifugal governor coupled to the accelerator linkage, so that changes are determined by vehicle speed and accelerator pedal position, which are, of course, proportional to torque demand. Two small pumps ensure that in all driving conditions, sufficient oil pressure is available to apply the respective band brake and/or engage one of the two clutches. These pumps also permit towing and push starting without special precautions.

In view of the popularity and success of the current Borg-Warner automatic transmission, a new transmission which Borg-Warner engineers are said to be developing in the United States should be of very considerable interest.

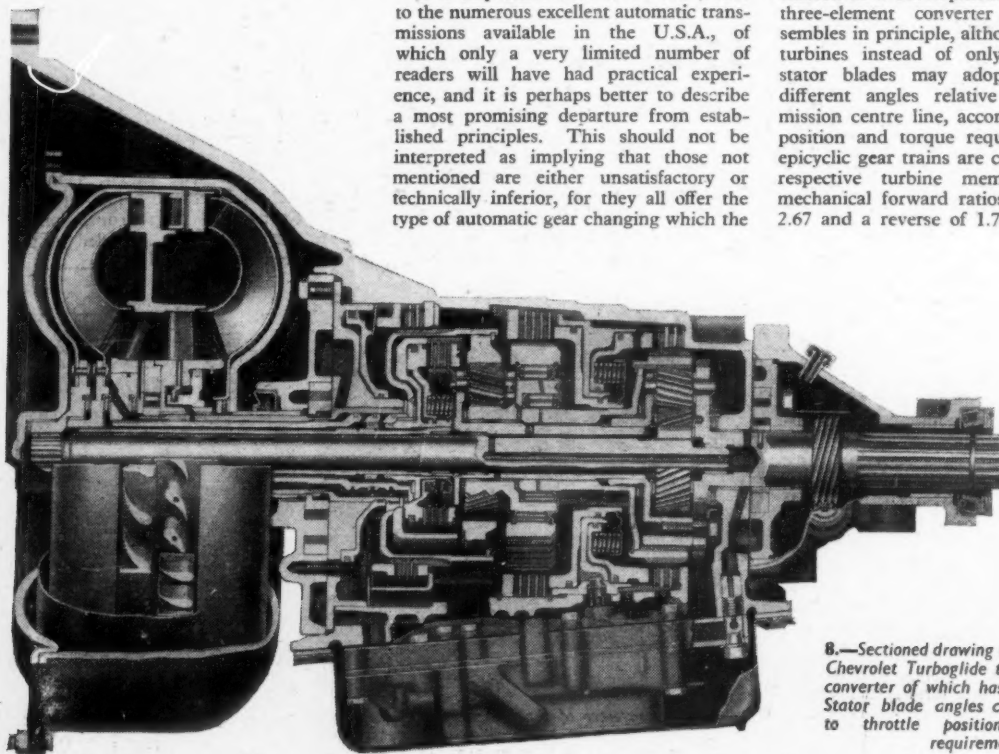
It is impossible here to do full justice to the numerous excellent automatic transmissions available in the U.S.A., of which only a very limited number of readers will have had practical experience, and it is perhaps better to describe a most promising departure from established principles. This should not be interpreted as implying that those not mentioned are either unsatisfactory or technically inferior, for they all offer the type of automatic gear changing which the

American motorist expects and demands.

The Chevrolet Turboglide transmission, for example, is a most interesting and promising development, because Chevrolet engineers have broken new ground—they have taken full advantage of the potentialities offered by the hydrokinetic torque converter, and combined this admirably with planetary gear controls (Fig. 8).

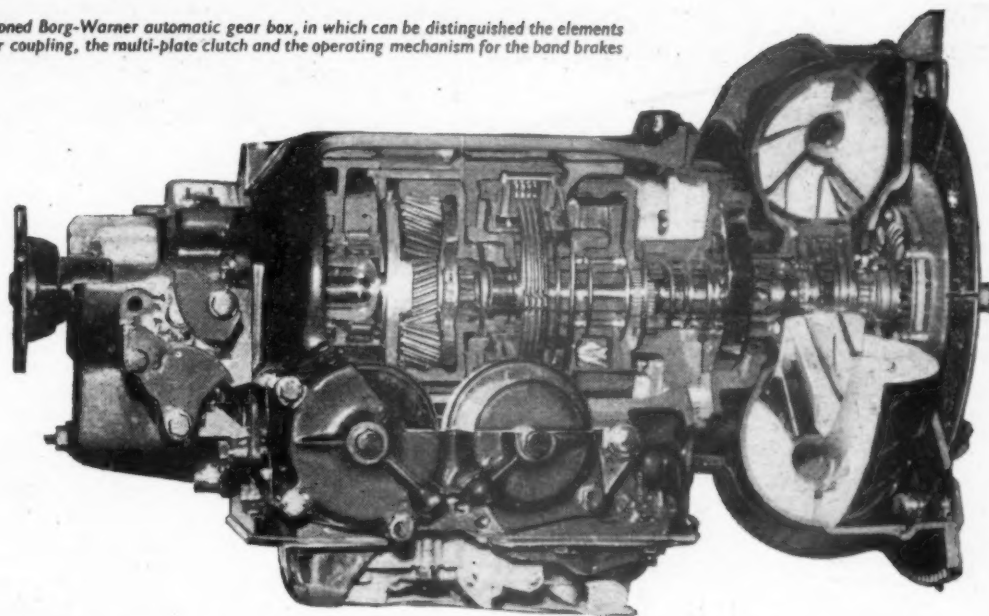
An American description says "The Chevrolet Turboglide is a non-shifting, concurrent geared, multiple turbine transmission with dual stator blade control. It has no low gear, and is unique also in that the transmission performance ratio is available at any throttle position..." This description includes several terms with which British motorists may not be very familiar.

Briefly, the converter itself can be considered as a development of the familiar three-element converter which it resembles in principle, although it has three turbines instead of only one, and the stator blades may adopt one of two different angles relative to the transmission centre line, according to throttle position and torque requirement. Two epicyclic gear trains are connected to the respective turbine members, so that mechanical forward ratios of 1, 1.6 and 2.67 and a reverse of 1.78 are available,



8.—Sectioned drawing of the interesting Chevrolet Turboglide transmission, the converter of which has three turbines. Stator blade angles change according to throttle position and torque requirement

7.—Partly sectioned Borg-Warner automatic gear box, in which can be distinguished the elements of the converter coupling, the multi-plate clutch and the operating mechanism for the band brakes



in addition to the variable ratio itself. The appropriate members of the planetary gear trains, i.e., the sun and annulus gears respectively, are locked to the gear casing by sprag or overrunning clutches whenever the driving conditions call for a particular ratio. Three hydraulically operated cone clutches and a multi-disc clutch are engaged via a control valve designed for the manual selection of N (neutral), D (forward drive), R (reverse) or GR (Grade Retarder) for downhill runs.

Thus the converter is always in operation, and "performance ratio" is available instantly according to throttle position and converter pressure. This ratio is a converter characteristic, since it is due to automatic alteration of the stator blade angle, which increases the possible torque multiplication of the converter from 3 to 4.2 to 1. Fig. 10 shows the characteristic tractive effort which illustrates the above, and Fig. 9 is a simple diagrammatic arrangement of this most interesting transmission. Reports have it that the change from one ratio to the other is delightfully smooth. Lack of practical experience with this transmission precludes an opinion as to whether response-times when changing into "performance range" are sufficiently brief for American automobiles, or are suitable for European driving conditions.

It may be deduced, therefore, that a

"concurrent geared" transmission means a gear box in which all the ratios are available for engagement, although they remain ineffective until the respective ratio is demanded by the driving conditions and throttle position; other terms used are, of course, self-explanatory, although the term Grade Retarder may require some clarification.

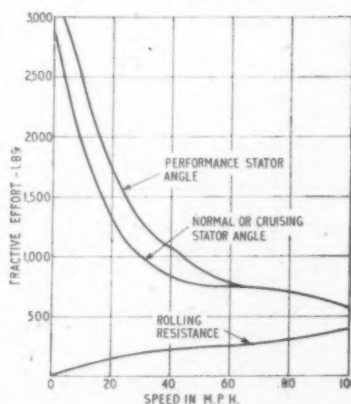
This most desirable device was first used on commercial transmissions such as the G.M. Torqmatic and the German Divabus. The Grade Retarder is a hydrokinetic braking mechanism which, although it cannot stop a vehicle, can retard it on descents quite appreciably and, unlike a brake, has no wearing parts, thus leaving the normal brakes for actual stopping or emergency braking. The Retarder uses the torque converter as a retardation device in which the turbine, now driven at 2.67 times output shaft speed, tends to drive the slower-running or tick-over engine. In these circumstances there is considerable turbulence within the converter—indeed, without it retardation would be very mild.

Turbulence requires energy and, since energy cannot be destroyed, it is converted into heat, which necessitates an oil cooler. However, this oil cooler is also required for normal driving, since it is impossible to dispense with the high torque multiplication, and it must be available even under the very trying

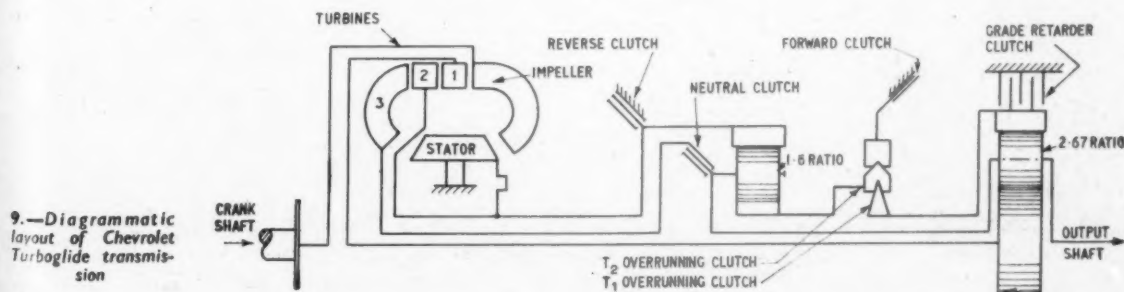
summer conditions encountered in the Southern States. A small hydraulic accumulator is incorporated to facilitate "garage" shifts.

In comparison with other sophisticated American hydrokinetic transmissions, the Chevrolet Turboglide is desirably simple in conception; moreover it is very nearly 100lb lighter than the average transatlantic unit. Further developments will be examined with keen interest.

(To be continued)



10.—Characteristic performance curve of a Turboglide transmission



9.—Diagrammatic layout of Chevrolet Turboglide transmission

Disconnected Jottings by the Scribe

drawings by BARRY APPELEY

Vote for Float

SPEAKING at the 50th anniversary banquet of the Air League of the British Empire, H.R.H. the Duke of Edinburgh admitted the difficulties of private flying, though cost and complication of suitable aircraft were not among them. He went on:—

"The League very much hopes that modern engineering ingenuity will make it possible for many more people to enjoy flying; not in the sense of being rushed backwards in the dark from one expanse of concrete to another in a different continent, but with all the gentle grace of a small aeroplane over the pleasant countryside of this land and the Continent. A pleasure no more expensive than yachting, and far less nerve-racking than motor driving."

Private flyers, I think, have been sacrificed to the requirements of public and military air transport. It sometimes looks as though private cars are headed that way. Parking will be forbidden everywhere, even in the remotest residential roads; though without affecting the right of delivery vans to block arteries at the rush-hours.

One-car Freighter

MY ideal private aircraft would be a little one-car version of a Channel-ferry Bristol freighter: perhaps a helicopter. My car, as it would be used in pleasure motoring areas and not for long journeys to get there, could be a little one, perhaps lightened with a few non-standard aluminium parts.

The "gentle grace" of the Duke's light aircraft is, I think, paralleled by a car chuntering peacefully over a mountain pass, with the gravel road crunching quietly beneath the tyres.

And I hope there will be snow this winter. The extraordinary quietness and smoothness of motoring on virgin snow turns an old-heap car into a Rolls-Royce for the while.



... an angry scene



Hayride

Penalties of Sun Roofs

ABALE of hay disintegrated on a lorry, and a shower descended through the open sun-roof of the car in front of me. Its driver frantically waved one arm about, cleared the air a bit, and drove on.

Later, on the same journey I noted a coal lorry whose sacks, bulging ominously over the edge of the platform, were held by the last of the slack in an antique rope which was encircling them—I did not follow closely.

At least we have the sense to net loads of sugar beet. In France, there are signs to warn you that the road may be covered with these hard, round objects shed from trucks.

Pests

REVERTING to the London Show, how on earth do all those children get in, even on the £1 days? They cannot all sneak in at the back. Some of them are financed by criminal parents, I suspect, hoping that the loot will repay the outlay.

The business of exhausting the technical literature and leaflets on stands is much aided by the practice of some firms in giving away carrier bags. One firm which gives away such bags doesn't have any literature for the public on its own stand, and the principle of Blow You, Jack, seems to apply.

Deeply Sunken

ALTHOUGH it is rather embarrassing, one ought to stop when a parked car is damaged and its owner will need a witness. I did so the other day. The young lady, driving slowly into a long parking space at the kerb, had just impaled her panels on the bumper of a parked vehicle. Following her, it had already occurred to me that her car was imperfectly under control.

There was an angry scene, I can tell you, when I diffidently enquired if she had a licence. It appears she had, and had passed a driving test. No examiner on

earth would have passed her in the car she was driving—it was old, and had the very high scuttle, invisible wings, and sunken seat of the typical "old heap." I expect she passed the test in a modern small car, with complete view of the entire bonnet and wings, which any boy or girl cyclist could steer accurately, first time out; it may even have had an automatic clutch. Now she holds a licence which entitles her to drive a car that would daunt a used car dealer who had been driving for forty years.

Should a licence, for the first year, be limited to the vehicle in which you have passed the test, or one of similar type, year—and transmission?

Keep Moving

IN Edinburgh, shopkeepers represented by the Chamber of Commerce, have favoured parking meters. The argument is that it is bad for business for the kerbs to fill up with all-day cars that have brought their owners to work.

A complete ban on parking, even where it is accompanied by the provision of a nearby car park, is bad for shopkeepers' trade. In my own town, an enforced no-parking ban in one street reduced the trade of shops by half.

It is very saddening to see vast office buildings going up in Southwark and Lambeth, London, S.E.1, with no provision for car parking whatsoever. The London County Council provided a car park at its headquarters, if I remember rightly, merely by closing a street which had borne quite a bit of traffic. Fortunately private firms cannot do that.

Let's Admit It

THE thing may be summed up in this fashion: cities are visited by large numbers of cars, variously owned by those who want to shop or work. Sooner or later, town planners and builders will have to reckon with this. It is only a partial solution to put up multi-storey garages which, by reason of their great cost, have to charge sums which motorists can't or won't pay.



Exclusive parking

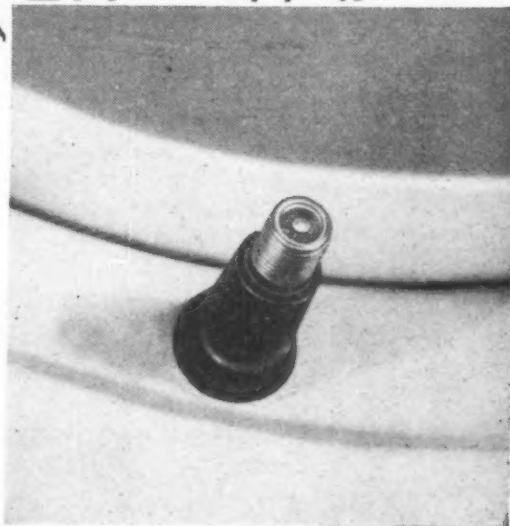


HE'S A POLISHER —

but he's not so bright!

He should be looking a bit closer to the ground. Wherever there's a valve cap missing there's a risk of air loss through damage to the core. The complete Schrader valve incorporates both core and cap as integral units. True, the core provides an absolute air seal by itself, but it can only do its job properly if protected from the intrusion of dirt, water or oil. In addition, the Schrader cap gives the valve a secondary air seal.

Don't neglect your tyres. Check your pressures regularly with a Schrader gauge; renew cores and caps on all uncapped valves. Then see that caps are always replaced after tyre servicing in future.



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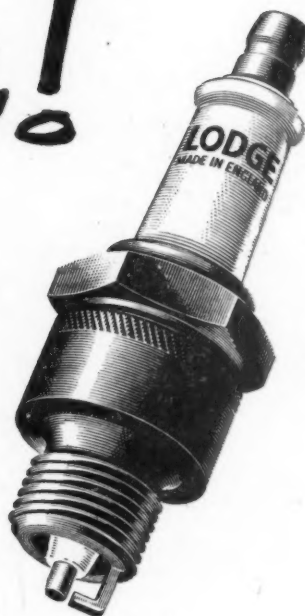
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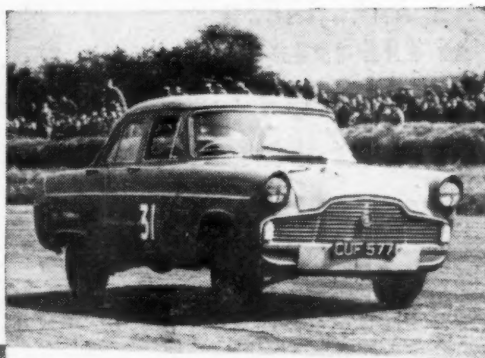
Champions choose CASTROL

writes **JEFF UREN**

B.R.S.C.C. TOURING CHAMPION

"During the 1959 season my Zephyr has worked hard and well—as I think the final result indicates. During the many races I entered I had no worries on lubrication and always felt safe in the knowledge that Castrol was looking after this department."

(Autocar Photograph)



and **LES LESTON**

1301-1600 c.c. B.R.S.C.C. CHAMPION

"Racing standard production motor cars puts a big strain on the engine and transmission. I am happy to say that the Riley more than justified my faith in it and the use of Castrol undoubtedly did much to keep it in first-class racing trim throughout the season."

(Autocar Photograph)



and **GEORGE SHEPHERD**

UP TO 1300 c.c. B.R.S.C.C. CHAMPION

"The A40 has certainly had a busy summer, starting in no less than 12 circuit races (including the 100 mile at Snetterton) and the University Speed Trial. Being a small power unit, you can imagine the effort put in by the engine. I am happy to tell you that Castrol has more than adequately looked after engine and transmission and helped considerably in achieving so much success."



(Motor Sport Photograph)



FOLLOW THE EXPERTS—
ALWAYS ASK FOR CASTROL
BY NAME

Dormobile in Wales

WEEKEND WITH
MARTIN WALTER'S FOUR-
BERTH BEDFORD CARAVAN



MOST manufacturers of motorized caravans are finding themselves hard pressed to cope with the increasing demand for this new type of vehicle. Martin Walter, Ltd., of Folkestone, at present are turning out over 80 Dormobile caravans each week, and they are now planning a further extension to the factory, as even this rate of output is not high enough. This is easy to understand, because for the £340 which would normally be paid in purchase tax on a comparable car, the Bedford Dormobile caravan offers ingeniously designed and well-built living and sleeping accommodation for four people.

The Dormobile itself is easy to drive and unexpectedly car-like in its behaviour. In the weekend while it was on test it was driven some 600 miles from central London to North Wales and back. Both in dense traffic at the start, and in narrow Welsh lanes at the other end of the journey, the compactness of the Bedford van with its flush sides and overall width of only 5ft 10in was much appreciated. Equally, on the open road the ability to cruise quite happily between 50 and 60 m.p.h. makes it possible to cover long journeys without any special effort, and the Dormobile was driven for 220 miles with only one halt.

From the driving seat nothing of the stubby "bonnet" is visible, but the slight forward positioning of the engine helps to reduce the noise level to very reasonable proportions. At tickover it is particularly quiet, but of course there is still considerably more noise at speed than in a comparable car.

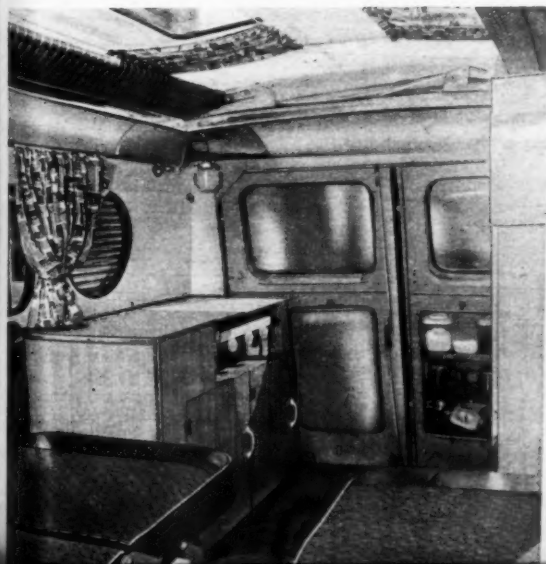
Engine accessibility is surprisingly good. A tiny flap in the bonnet gives access to the radiator filler cap and the windscreen washer reservoir, while the dipstick and main components are revealed by opening the shaped cowling in the driving compartment. Also, the full-width exterior bonnet panel may be removed readily by undoing its four securing screws.

The three-speed gear box is controlled by a steering column change which is among the best of its kind: light and easy to operate. Bottom gear is a low ratio, but the smoothness of the engine compensates for this, as the Dormobile will pick up in second gear from a crawl without snatch. Bottom gear has synchromesh, as with the Vauxhall Victor on which many of the Dormobile's mechanical components are based.

Within the natural limits of a vehicle of this sort, the Dormobile corners well, and it is certainly necessary to close cupboard doors properly and stow the crockery correctly if advantage is to be taken of the spirited way in which it can be driven. There is a fair amount of roll when corners are taken fast, but there is little tyre squeal and the vehicle remains easy to control. The suspension gives an exceedingly smooth ride, and the occupants notice only the worst surface irregularities; yet at the same time it is well damped and there is little front-end pitching. On unmade roads it absorbs bad potholes smoothly at reasonable speeds. Some free play is noticeable in the steering, and the control is light. Compensating for this is the excellent directional stability of the van. Wind noise is commendably low at speed.

The brakes respond well to light pedal pressures and are fully adequate for the weight of the vehicle and its limited speed potential. The hand brake between the front seats is powerful.

Immediately in front of the driver is the simple fascia panel, including a circular speedometer, warning lights for ignition and oil pressure, and fuel and temperature gauges. The speedometer is only 1 m.p.h. optimistic at 50 m.p.h., but 60 m.p.h. is marked insufficiently far round the dial, so that above 50



On the four-berth Martin Walter Dormobile the elevating panel covers the whole area of the roof behind the driving compartment. The elevating roof of the two-berth version is narrower, but basically similar. The single gas lamp is visible in the far corner. It is supplemented by two electric lamps at the front of the van, but these are not bright enough, and buyers would do well to specify the optional extra interior lamp. The tray cover has been removed from the left of the two door lockers





This floor-level view shows the upper bunks unfolded ready for use. The floor is covered with hard-wearing linoleum, and the linings of the roof sides are of washable plastic

Dormobile in Wales...

m.p.h. it gives an exaggerated reading. The winking indicators are controlled by a switch placed on the facia. Later models are also fitted with a flashing warning lamp above the speedometer which lights up if the ignition is switched on when the elevating roof is up. Forward visibility is good, though the side curtains mask the rear quarters to some degree. There is a useful interior mirror as well as an exterior one which can be reached from the driving seat. The front doors have lockable sliding windows, and the doors themselves also slide.

Wide arcs of the windscreen are cleared by the wipers, which are two-speed and self-parking. The petrol tank holds nearly eight gallons, which gives a safe range of about 200m.

In all respects the Bedford Dormobile is a convenient and effortless car to drive. It fulfils its requirements very well, and there is little call for improvement. Perhaps the most useful change would be the fitting of a higher-geared rear axle or, even better, an overdrive. With its present gearing the engine runs at about 4,200 r.p.m. at just over 60 m.p.h., and naturally it sounds busy at this speed.

Favourable first impressions made on inspecting the caravan

Caravan conversion of the Bedford Dormobile by Martin Walter, Ltd., Utilecon Works, Cheriton Road, Folkestone.

PRICES				£	s	d
Two-berth	..	..	..	735	0	0
Four-berth	..	..	..	785	0	0
Dual colour scheme	..	..	..	2	10	0
Roof rack	..	..	..	7	17	6
Low entrance step to driver's door	..	..	..	3	10	0
Facia clock	..	..	..	5	15	0
Extra interior lamp	..	..	..	4	0	0
Radio	..	..	..	22	0	0
Heater	..	..	..	17	15	0
Windscreens washer	..	..	..	2	10	0

ACCELERATION				WEIGHT	
0 to 30 m.p.h.	..	..	8.3 sec.	With full water tank	
0 to 40 m.p.h.	..	..	15.1 sec.	and 5 gals. fuel, 25 cwt.	
0 to 50 m.p.h.	..	..	25.3 sec.	(2,942lb)	
Standing quarter-mile	..	..	25.9 sec.		
20 to 40 m.p.h. (top gear)	..	..	12.4 sec.		
30 to 50 m.p.h. (top gear)	..	..	16.4 sec.		

MAXIMUM SPEEDS ON GEARS

	M.P.H.	
Top	61.9	(mean)
Second	63	(best)
First	19	

PETROL CONSUMPTION

Overall, for 663 miles,	26.8 m.p.g.
Normal range: 26-33 m.p.g.	

BRAKES

Pedal load in lb

25	..	..	..	..	..
50	..	..	..	..	..
75	..	..	..	..	..

Retardation

0.2g
0.48g
0.76g

Equiv. stopping distance in ft.

152
64
39

appointments are confirmed after living in the Dormobile for a few days. The general construction of the cupboards and fittings has the neat and businesslike appearance of a good yacht interior. Thus, all wooden edges are protected by strips of metal trim, and catches and hinges are strongly made. It is at once clear that much thought has gone into the general design.

Chief feature of the conversion is the elevating roof. It is constructed as a one-piece resin-glass fibre moulding, and it includes two Perspex windows, one of which opens for interior ventilation. The roof is hinged on the right, and it is only a moment's work to release the two securing straps and lift it up until the self-supporting struts hold it in position. As it goes up a red and white striped flexible Fibreglass canopy unfolds. Sealing of canopy and folding roof appeared to be perfect.

Fixed to the top of the side of the van proper are the two folding bunks. When collapsed they take up little space along each side of the roof, and there is still room to move about between them when they are in use. They are of a form of strong, though creaky, nylon, and have ample length.

In the van itself, two more beds are available, using the folding seats. It is a simple matter to convert the van from the day-time seating layout to the night-time bed setup. One lever beneath each front seat allows it to slide forward and other releases the backrest, which falls back to the horizontal, mating with the seat behind it—which folds flat in the same way. It is simple, yet entirely adequate. A further release screw on the front passenger seat enables it to be swivelled round, facing to the rear, for use when sitting at the table, which is secured to the left side of the van.

Another release catch on the rear seats enables them to be pulled out, away from the wall, and by the use of this and a similar arrangement of the front passenger seat, a double bed can be rigged up on the right of the van. There is also a padded backrest on the right side, which can be used in conjunction with the right passenger seat to make a short settee.

A final arrangement enables both rear seats to be hinged up and secured against the van wall, providing a large flat floor.

The Calor gas cooker is on the right of the van at the back, and has two gas rings and a grille. Beneath it are two roomy lockers, and a small wardrobe forms the matching locker on the opposite side. A plastic sink is built-in alongside the cooker, and its drain empties just forward of the right rear wheel. The water container on the van tested was built-in, but an improvement on recent models is that the fresh water is stored in two shaped plastic containers behind the left rear door holding 3 and 3½ gallons respectively. The lower one has a tap, and it can be refilled from the upper one. These new containers are easier to fill and the level is visible through the plastic. A hinged mirror is fixed to the front side of the wardrobe, and there also are two plastic hooks for coats.

Underneath the floor in the centre of the van are two large individual lockers for Calor gas containers. The gas piping is thus concealed, and there is a safety tap in the locker below the cooker. A folding seat hinges from the bottom of the wardrobe, and this may be used during cooking operations; underneath it is a step which fixes beside the wash basin and makes it possible to reach the upper bunks without any gymnastics.

At an extra cost of £3 17s special rear door cabinets are available for crockery and cutlery. They are shaped and tailor-made to fit a complete crockery and cutlery set for four, which is also available at £9 14s 5d. The lids serve also as plastic trays.

Among the ingenious fittings which call for special praise is the patented window fitted to each side of the main body of the van. It may be completely closed, opened to scoop in fresh air, or alternatively revolved completely, when it allows an opening of about an inch all round for ventilation in rainy weather.

This is typical of the thought which has gone into the whole design. In one or two aspects only does the Dormobile fall short of the ideal. Thus, we would like to see the rear step arranged to fold away when out of use, a more secure mounting for the table, and a hook to secure the back of the front passenger seat runner when it is facing to the rear for use with the table.

With its ability to cover long distances at quite respectable average speeds, to pound off the beaten track in search of camping sites by the sea, and to provide comfortable living accommodation when they are found, the Martin Walter Dormobile turned out to be a most desirable vehicle for a weekend trip "away from it all."

J. S. M. BLADON.

Accessories

Tell-tale Switches

MANY electrical accessories, for which extra facia switches are needed, seem to require a tell-tale or warning lamp to show that they are on. It is a legal requirement with reversing lamps, and useful for such things as rear window demister bars. The new Cotel panel has two such warnings, both amber.

The switches are good, and should be reliable for any powerful lamp; the two-pin plug for battery chargers, inspection lamps, electric razors and such things, is non-reversible; the steel bracket for under-facia-fitting is strong; and the panel itself is of a good and tough plastic. Colours are black, walnut, cream, red, light grey or light blue. Each panel costs 19s 6d, and extra plugs for the centre socket are 1s 9d.

Makers are J. G. Coates, Ltd., Hope Works, Trafalgar Street, Burnley, Lancashire.

Parking Meter Reminder

THE spread of parking meters, with penal charges for exceeding the time limit, makes desirable some kind of warning of the lapse of time. Devices to give this service have been imported from the Continent; now a British-made one, the Memopark, is on the market. It is a pocket timer which can be set to sound its warning after any period up to 60 minutes. To it is attached a short key chain. It is 1½ in diameter, and ½ in thick; time interval is set by turning the front disc until an arrowhead points to the required number of minutes, at the end of which the device sounds a small buzzer for about three seconds. Apart from its use as a parking timer, it is likely to be useful as a reminder of telephone calls, or even in the kitchen during cooking. It is available in green, blue, red, ivory, black or clear plastics case, and costs £1 9s 3d.

Made by Venner, Ltd., New Malden, Surrey, whose workmanship is of very high repute, it is obtainable from Fisher, Morgan and Co. (1950), Ltd., 5, Elliott's Place, Colebrook Row, London, N.1., and usual distributors.

Diagonal Safety Belt

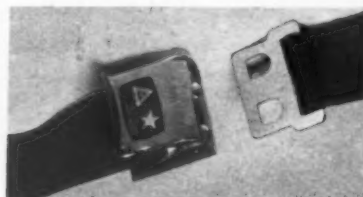
BETWEEN the simplicity and wearability of the lap-strap, and the more effective but more complex lap and shoulder harness, Britax seek a compromise. Their belt runs from a strong mounting (with back plate) on a point of the door pillar a fraction above shoulder height; proceeds diagonally across the body; and then goes down to a strong floor anchorage.

The 2 in Terylene webbing, the anchorages, and the plated steel quick-release buckle are at 6,000lb up to modern ideas of loop strength—much greater than was once thought necessary. The belt is easy to put on, and comfortable to wear for both men and women.

It must undoubtedly give more protection against "jackknifing" and bumping the head than a lap-strap; it is ideal for preventing the occupant being thrown out if his door flies open in accident, as they so often do. It will also prevent its wearer from being thrown up against the roof.

It does seem also to give restraint

Right: A timer for those who leave cars at parking meters. Below: The door pillar anchorages of the Britax safety strap, and its quick-release buckle



against forward sliding of the thighs and possible knee bumps (a too-common accident). But there seems to be a little free play before restraint takes place, not much matter in a normal car, but undesirable in those older models where hard and horrid shelves or knobs may be very close indeed to the occupants' knees.

The makers are Britax (London), Ltd., Proctor Works, Chertsey Road, Byfleet, Surrey, whose valuable work on safety helmets has saved many motor cyclists. It is understood the design of the belt is Swedish. The price is expected to be around £4, and there is to be one colour—light grey.

County Badges

COUNTY badges by Richard E. V. Gomm, 63, Ford Street, Hockley, Birmingham, 18, cover Cornwall, Devon, Lancashire, Sussex and Yorkshire. Each is 3 in diameter, has non-rustable bright-work, and enamels which are hard and bright; the price is 16s.

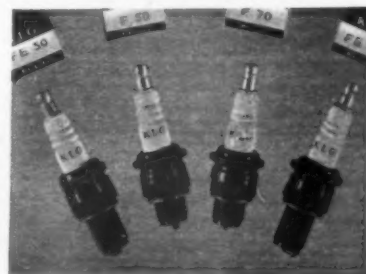


One of the Gomm county badges

Adhesive Ls

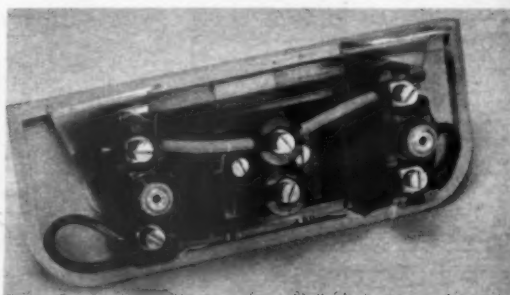
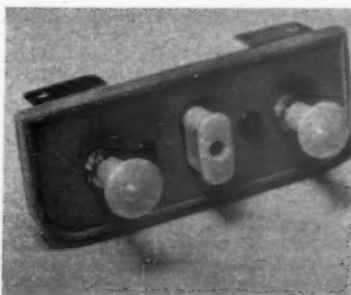
ADHESIVE L plates for learners have been introduced. They are made from a weatherproof white material called Con-Tact, and they are luminous at night, in the light of car or street lamps, because the red L itself is made of one of those materials faced with thousands of reflective particles. That is quite a good idea: many people have to have lessons on winter evenings. A great number of these "Ls" have already come into use.

The price is 2s a pair, and the inventor is F. Davis, 41B, Twickenham Road, Teddington, Middlesex.



New, one-piece K.L.G. sparking plugs, fore-runners of a complete, redesigned range; a race-proved, hot crimping process is used to seal body and insulator

The Cotel switch panel, which has a tell-tale for each of the circuits or the auxiliary-fittings plug





Revolutionary new tyre with replaceable treads

An Alfa Romeo with winter treads and ice spikes being braked on the ice rink at Cortina D'Ampezzo. Ice can be seen collecting around the spikes

SINCE the war Pirelli have been outstandingly successful in their development and production of tyres for racing, and it came as a surprise when these activities ceased in 1957. It was done so that the company could concentrate on the fulfilment of a research programme for touring car tyres, and the most important outcome of this has been the entirely new BS3 tyre, revealed at the Turin Show now in progress.

In this tyre there is, for the first time, a complete separation of casing and tread. Normally, when the tread of a conventional tyre wears out, the casing is still

fit for a mileage which is at least equal to that already covered. It may often be salvaged by moulding in position a new tread, which entails a second curing process before the tyre can be used again. Ideally the tread should be entirely separate from the casing, and this is exactly what the Pirelli engineers have achieved in the BS3 tyre.

The tread rubber is divided into three bands of equal width in which are formed the tread pattern. They are reinforced by metal cords laid longitudinally over the full width of each band, which makes them virtually inextensible. The bands fit around the crown of the casing, where they are located laterally by four circumferential ridges. Although the inside diameter of the bands is slightly less than that of the uninflated casing, the bands can be fitted by hand without difficulty in about two minutes, as the casing is very flexible. It is not essential to remove the wheel from the car for this to be done. Inflating the inner tube expands the casing side walls and exerts a pressure radially on the bands to hold them securely in position.

Two designs of tread will be available, one for normal motoring and the other a special winter tread, having a widely separated block pattern to give extra adhesion in slippery conditions. In each tyre the centre band differs from the outer bands, which have increased strength at the shoulder. As a further security in the worst of winter weather, ice spikes may be fitted with the winter treads. These are steel studs, tipped with tungsten carbide, which fit in the gaps formed in the circumferential ridges of the casing crown and are retained by the bands, in between which they protrude. Their function is to bite into ice and frozen snow to obtain a grip.

Certain advantages of this new tyre over convention types are obvious. Clearly there is a benefit from the ease with which worn treads can be replaced. The treads cost 36 per cent of the price of the com-

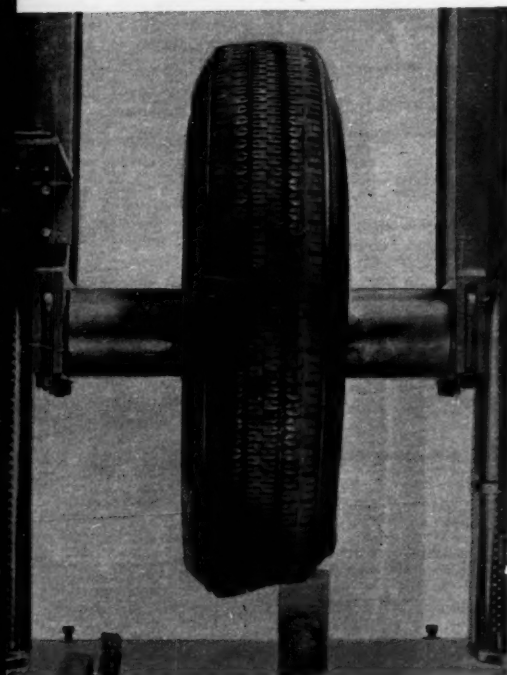
plete tyre which, in turn, is expected to be 15 to 20 per cent higher than an equivalent conventional tyre that would normally be fitted. If for some reason wear is not even over the tread, the bands may be changed round as required to obtain maximum life from them. The fact that winter treads are available does away with the need to buy a new set of tyres for these conditions. A complete set of tread bands for all wheels can be changed in about ten minutes, in ideal circumstances.

Because of the steel cord reinforcement in the treads, the risk of a puncture is much reduced, even when the tread is well worn and almost due for replacement.

Alternatively, should the casing be damaged beyond repair, through striking a kerb at speed, it can be replaced at less than the cost of a complete tyre, by retaining the existing tread bands.

Although we have not yet had the opportunity of testing the tyre, the majority of claims made by the manufacturer appear to have good foundation. Spiked tyres, for example, are known to give better traction on ice than chains, and the method of construction of the BS3 tyre makes it particularly easy for these spikes to be fitted or removed at will. During demonstrations on the ice rink at Cortina D'Ampezzo it was shown that it was possible to apply the brakes fully at 25 m.p.h., the car pulling up in a straight line in about 40ft. Cornering power, too, on ice is greatly improved, cars with winter tread and ice spikes handling in a similar way to a normally treaded car running on dry tarmac at moderate speeds.

Certain hidden advantages arise from the unusual construction of this tyre. Because the tread is in three separate parts, a certain amount of independent action takes place during local impact, so that the tread is in fact more resilient and there is less tendency for distortions of the tread to be passed on to the remainder of the tyre. One result of this is that the tyre tends to be quieter when cornering fast. It has been found that power absorption by these tyres at high speeds is reduced, so that at 85 m.p.h.



Left: A feature of the BS3 tyre is that there is a measure of independent action between the bands when subjected to violent local impact



Luxurious Power - Quiet Comfort

That's the new Star Sapphire—smooth, well-balanced lines; composed dignity of design.

Inside: rich leather, fine wood, soft upholstery. Touch the starter, and the gentle hum talks about precision engineering. Take it on the road—two-pedal control and power-assisted steering make driving an effortless pleasure. Accelerate, and the push in the small of your back firmly informs you of the power of the big 4-litre engine. Then sweep swiftly to a hundred miles an hour—steady as a rock. And you lean back, confident in the calm authority of those disc brakes. Driving the Star Sapphire is almost too good to be true—you get everything you want without the slightest exertion.

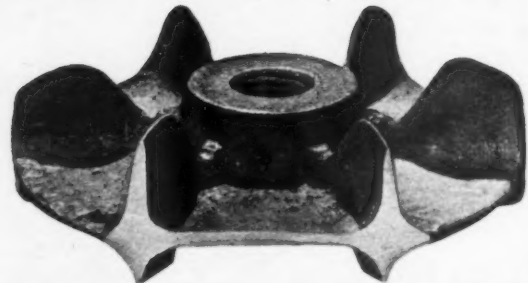
The total price is £2,498 (inc. P.T.). Disc brakes, automatic transmission and power steering are standard features.



THE NEW STAR SAPPHIRE

BY ARMSTRONG  SIDDELEY BACKED BY THE RESOURCES OF BRISTOL SIDDELEY

When you buy anti-freeze ...
remember
these pictures



Water-pump impeller severely corroded by ordinary anti-freeze

When you buy anti-freeze ...
remember
these facts

FIRST FACT

Until now, no anti-freeze has given complete safety against corrosion.

SECOND FACT

Bluecol has always led the search for greater safety against corrosion.

THIRD FACT

New Bluecol offers complete safety against corrosion.

This year, Bluecol has taken a major stride ahead: new Bluecol uses a completely new anti-corrosion formula evolved by the world's leading chemical scientists in close co-operation with SMITHS. After exhaustive laboratory and road tests the scientists report: "It is now considered that this formulation is superior to any at present in use, and can be used with advantage in all types of petrol and diesel engines". You can see what they mean from the pictures above!

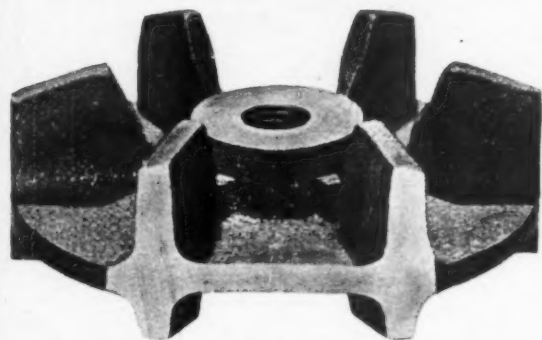
FOURTH FACT

SMITHS will guarantee New Bluecol.

FIFTH FACT

Leading motor manufacturers recommend New Bluecol and use it themselves.

The makers of Austin, Austin-Healey, Hillman, Humber, M.G., Morris, Riley, Rover, Singer, Standard, Sunbeam, Triumph, and Wolseley cars use new Bluecol to protect every car they deliver during the winter months.

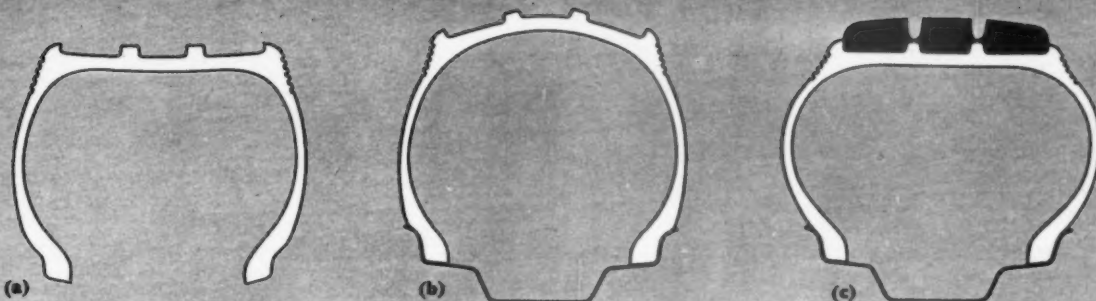


New Bluecol prevented corrosion completely

These were exactly similar water-pump impellers (the impeller is the working part of an engine's water-pump). Both did exactly similar service, for exactly the same time. The one above has been working in an anti-freeze made to one of the three standard commercial specifications. The ground-away face shows how corrosion has reduced the blade section. Compare it with the other impeller, which was protected by new Bluecol—and is still as good as new!

When you buy anti-freeze...
 buy **NEW**
BLUECOL
 the completely safe anti-freeze

from **SMITHS** a name with a world of meaning



The shape of the tyre cross section (a) uninflated, (b) inflated on a rim, (c) inflated with the tread bands in position. Note that the internal diameter of the tread bands is less than that of the inflated casing without the bands



PIRELLI BS3...

Above left: Two of the winter tread bands in position. The ice spikes when fitted are held in place by the bands. Above right: Fitting the summer tread bands to an uninflated casing. This requires no tools and can be done in about two minutes. When a casing is inflated the tread bands are held securely in position and the BS3 tyre presents a normal appearance

they may absorb perhaps 50 per cent less power than other, conventional covers.

Carcase plies are at 90deg to the direction of rotation, an arrangement which gives minimum resistance to impact. Such flexibility of the carcass, together with the independent action of the separate tread bands, is claimed to give a notable improvement in riding comfort. This combination of flexible side walls and a tread which is rigid laterally offers resistance to side scuffing when cornering, so that wearing qualities are improved.

Manufacture of the BS3 tyre is to very close limits, and this has the result of providing a high standard of balance, so that performance is good at high speeds.

The separation of casing and tread permits the use of different types of rubber for these two parts. It is possible, therefore, for a rubber mix which gives a high resistance to abrasion to be used for the tread, and a different compound for the casing to give it the characteristics which this part needs. The metal cord reinforcement of the tread bands has the effect of stiffening the tread in a longitudinal direction. Because of this, there is a resistance to closing of the gaps between the blocks of the tread, an action which, when allowed by a more flexible tread pattern, tends to reduce adhesion. There are, therefore, good theoretical reasons for claims that adhesion is superior to that of a standard tyre, and also for the manufacturer's statement that steering response is more rapid and that steering effort is reduced.

When a puncture occurs, reduction of pressure loosens the hold between casing and tread, although the tread will not become detached until pressure is considerably reduced. It is claimed that in the event of a tread becoming free it does not jam the tyre. Normally the driver becomes aware of the puncture and slows

at once to investigate. Although punctures are comparatively rare occurrences, this does seem to be the only disadvantage of the method of construction employed in the BS3 tyre.

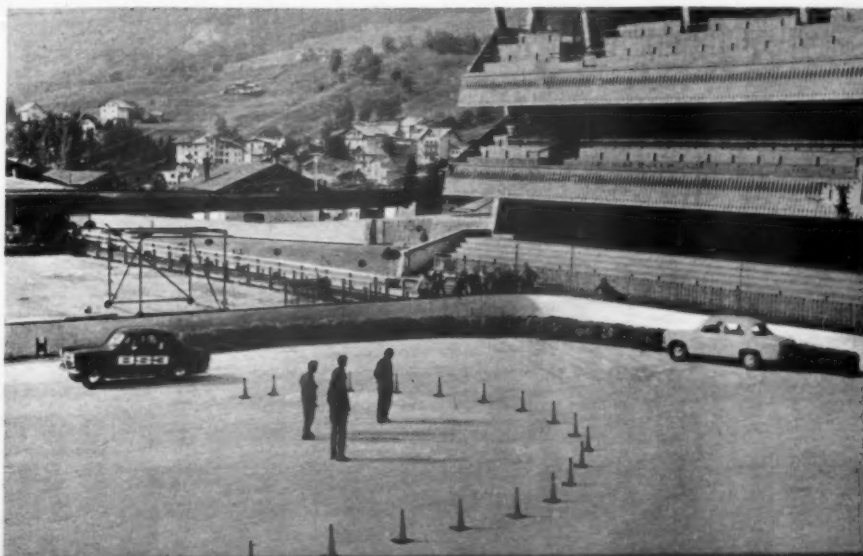
Pirelli BS3 tyres are already in production at their plant in Milan. In Great Britain, they are first to be offered in 155-15 and 165-15 mm sizes for wide-base rims. Although these may be fitted to narrower-base rims, pressures would have to be increased to achieve the same degree of lateral stability, with the result that riding comfort might be reduced.

It is planned to make the tyre in this country at the Burton-on-Trent factory,

beginning with a range of sizes for 15in wheels; it is expected that supplies will begin in the late spring of next year and that other sizes will follow, the first being 5.60in and 5.90in sections for 14in rims. The BS3, although not a sports tyre, and not specifically made for very high speed work, is claimed to be suitable for speeds up to 120 m.p.h., and has obvious advantages for rally work. Prototypes have, in fact, been tested in the Monte Carlo Rally.

In due course, when we have had the opportunity of driving cars fitted with this remarkable new tyre, our experiences will be published.

During the demonstration at Cortina, two similar cars were driven on ice at the same speed around a curve of equal radius. The car with BS3 tyres, winter treads and ice spikes completed the turn but the normally shod car finished up as shown





One of two 17-year-olds competing in the Run was Miss Margaret Oakden, here bringing her 1902 8 h.p. Peugeot under a building bridging the road at Gatwick

The Veterans' Day



A FIRST concern for the weather is a Briton's tradition. A tradition of the weather—with rare exceptions—is rain and bitter winds on November's first Sunday.

For the Royal Automobile Club's annual Veteran Car Run to Brighton last weekend, this year commemorating the 63rd anniversary of the 1896 Emancipation Run, it was mercifully fine and mild; of 226 Veterans of 1896-1904 which competed, 213 covered the 56 miles from London's Hyde Park to Brighton within the allotted time—by 4 p.m. Yet so many came to a temporary halt within a few miles of the start that a much higher percentage of failures was expected.

By 8.40 a.m. the 1901 Lanchester of W. Winters and R. Moran was practically hidden beneath a steam cloud of its own making, and retired. The early challenge of Brixton Hill was accentuated by the crush of spectators' cars; among those who came to a stop were Major Mills' 1901 Godiva (on the boil), J. H. S. Guest's 1901 de Dion Bouton, D. G. Flather's 1897 Daimler and L. G. Goldsmith's 1899 Benz. One Oldsmobile passenger was clouting a bell with a golf club to clear a passage.

Chain-driven and solid-tyred, D. G. Grossmark's 1900 8 h.p. Napier vibromassaged your reporters on its back seat

Above: Madeira Drive, Brighton: nearest the camera is the 1903 Oldsmobile brought over from the U.S.A. by Mr. and Mrs. R. Henry. They had a trouble-free run. Left: L. A. Jackson tackles Pease Pottage Hill with the Shuttleworth Trust's 1903 racing de Dietrich. Right: A magnificent steamer arrives at Brighton—G. E. Milligen's Gardner-Serpollet of 1904



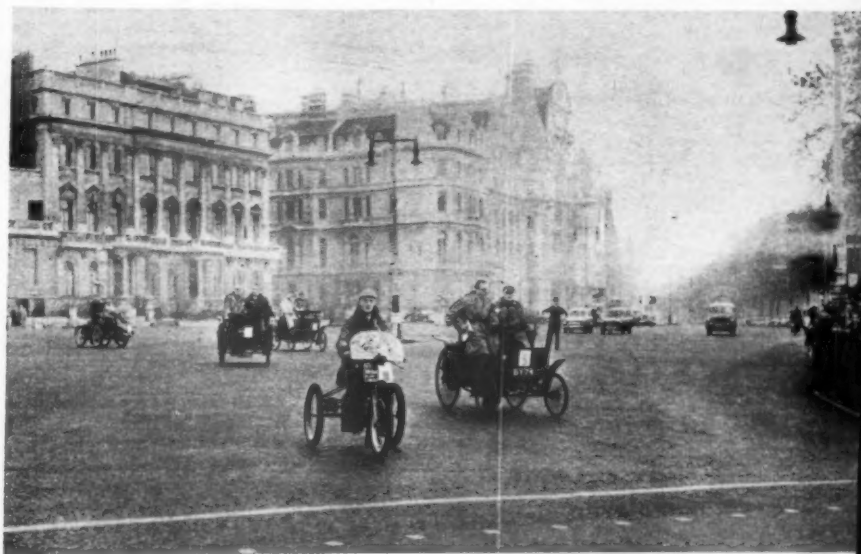


Above: Caught by a panoramic lens on Westminster Bridge is P. J. Wellingham's 1901 de Dion Bouton. Below: Its windshield decorated with plaques and badges, A. Crewe's 1898 de Dion Bouton tricycle leads the 1899 Benz dogcarts of R. S. Miles and K. H. Baker, at Hyde Park Corner

for a few miles; its tender car kept contact with another Veteran's tender by two-way radio—"Napier A Able now at Pease Pottage, going well. Over. . . ."

Meanwhile M. E. Davenport had brought his little single-seater Progress voiturette of 1901 first over the finish line at Brighton's Madeira Drive. Second home was A. Crewe with an 1898 de Dion Bouton, while R. J. Stephens, with the remarkable car his father built in 1898, was another early finisher. Carrying the largest load was Harry Baggs, with six passengers aboard his 1903 M.M.C. wagonette.

An intriguing visitor from France was R. P. Ville's racing model 18 h.p. de Dion Bouton (1903), the law apparently turning a blind eye to the absence of mudguards. After 6hr 40min on the road, Mr. and Mrs. Weiant, from Ohio, U.S.A., topped by bright red yachting caps, completed the course with their little 1899 Locomobile steamer, obviously delighted with the experience. By 3 p.m. over 200 of the 213 who qualified had already arrived, but a breakdown of marshalling arrangements in the paddock allowed the cars to be engulfed by the general public, which must never happen again.

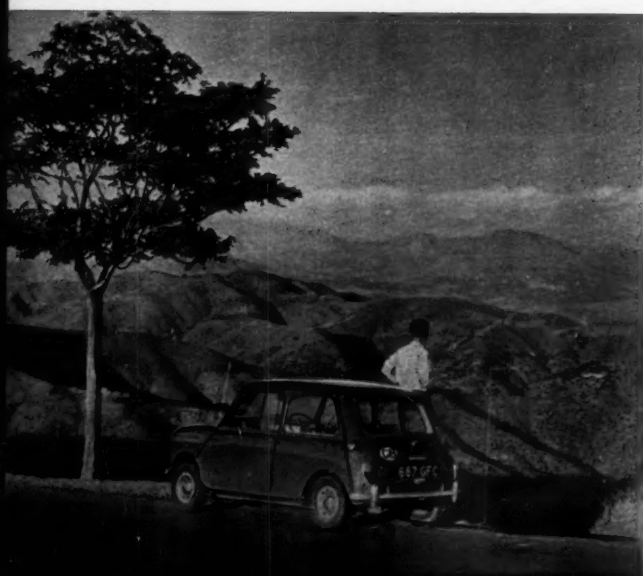


Left: A 1900 Georges Richard from Brussels, driven by M. A. Pottier, in full cry. Right: Maiden outing for Louis Holland's English Mechanic of 1900; trying to overtake as they turn off Westminster Bridge Road is Major France's white 1901 Clement-Panhard





WHAT ARE MINI-MINORS MADE OF?



IN the past four issues of *The Autocar* there has appeared the progressive day-to-day diary of two members of the journal's staff who recently drove a Morris Mini-Minor a distance of more than 8,000 miles around the Mediterranean. While the journey was instigated and financed by *The Autocar*, the car was loaned to us by the manufacturers who, when it was returned to them, immediately began a very thorough investigation of its condition. The car was dismantled, in fact, to the last nut and bolt, as is shown in the photograph above—a remarkable exposition, incidentally, of the number of components which go to make even a small and simple vehicle.

Hard-working and highly stressed parts of the engine, transmission and chassis were measured for wear and crack-tested, while even the wheels were stripped of their paint and checked for indications of fatigue or failure. The body shell, too, was minutely inspected for any signs of movement, distortion or splitting. Bearing in mind the wide variety of road surfaces and climatic conditions encountered on the route, and the vigorous manner in which the little Morris was driven, the drivers concerned were astonished to find so little evidence of their hard work on the dismantled parts.

It could scarcely be expected of any car, especially one so newly off the production lines, that it would survive this test without one or two troubles. A tendency to occasional overheating and loss of water without warning was afterwards found to be due to a faulty seating for the pressure cap in the radiator header tank. Unfortunately, this first happened early in the trip, while the Grossglockner Pass in Austria was being tackled; as a result one piston was slightly scored. This might have affected oil consumption which, although reasonable, was heavier than expected. Another factor affecting this was a special oil

Spain today ; France tomorrow ; home the next day. The Mini-Minor and its crew of drivers of The Autocar editorial staff pause in the twilight of a Spanish evening



sump guard, which partially obstructed the flow of cooling air and caused oil temperature to run higher than normal. In retrospect, its fitting was probably an unnecessary precaution, the sump casting being strong enough to resist a considerable impact.

During the final stage of the circuit, in France, one cylinder's compression became reduced owing to an exhaust valve burning, promoted by the combination of overheating and the poor quality fuels which were all that could be obtained on some parts of the route. This unfortunately scotched our plan to take some performance figures before returning the car to Cowley, for it had run so remarkably well once a few thousand miles had been clocked. A surprising nuisance was engine misfiring in heavy fog or rain, due to shorting of the h.t. ignition leads in the rather exposed distributor cap. This was because a silicone-based water repellent treatment to the lead ends had been applied imperfectly.

Each of the damper attachment pins on the rear suspension arms fatigued and sheared, due to the dampers on our early production car acting as bump stops before the rubber suspension

cones bottomed against their stop plates. The fitting of dampers with a slightly longer travel has removed this possibility on later cars.

Bearing in mind the very high cruising speeds often sustained for hours on end, as well as the abnormal all-up weight (17½ cwt, including extra fuel tank, spares, luggage and two drivers), the overall fuel consumption of practically 36 m.p.g. is very creditable. The increasing rate of consumption as the trip progressed was due to higher speeds being maintained as confidence grew in the little car's stamina.

Considerable fuel spillage occurred past the filler caps—one on each side—if corners were taken fast with the tanks full—a loss which must have spoiled the consumption figures slightly. Engine/transmission oil was changed twice, at Beirut and Tripoli; and the brakes were adjusted once only, at Madrid after 7,200 miles. It is gratifying to know that 667 GFC will not lose its identity in the experimental laboratories at Cowley, and that already it is being put together again for further service.

A SUMMARY OF STATISTICS

London to London	8,197 miles
Fuel consumed	228 gallons
Overall consumption	35.95 m.p.g.
Oil consumed	31 pints
Oil consumption	2,200 m.p.g. (approx.)

Fuel consumption by sections:

London-Alexandria	(3,320 miles)	39.4 m.p.g.
Alexandria-Algiers	(2,559 miles)	34.4 m.p.g.
Algiers-Madrid	(1,307 miles)	32.7 m.p.g.
Madrid-London	(1,011 miles)	32.9 m.p.g.

Best day's run—506 miles in 9½ hours, 53.3 m.p.h. (Benghazi to Misurata).

Fastest average recorded—82 miles in 74 min (in Libya), 65.6 m.p.h.

Greatest distance covered in one day—662 miles (in Turkey).

The Autocar ROAD TESTS

1749

Mercedes-Benz 220SE

576



A horizontal styling theme gives an impression of great length to the car, which is outstandingly fast for its engine size. Square corners for the side windows make maximum use of the window area

AN attempt to assess a motor car from its bare specification can often be misleading. Surveying the Mercedes 220SE, knowing it to be powered by a 2.2-litre engine, would perhaps give little indication of its performance when unleashed. By any standards, to cover a quarter-mile from a standing start in 17.9sec, reach 60 m.p.h. in 11.9sec and 80 m.p.h. in 21.8sec, record a best timed maximum speed of 107.6 m.p.h., return an overall fuel consumption of 22.8 m.p.g. for 1,527 miles (mostly hard driving) and be capable of transporting five people in great comfort with enough luggage space in the boot for all of them for a long vacation, is very creditable indeed. Such was the performance of this test car.

The 1960 Mercedes-Benz 220 range uses a completely restyled unit construction body; the engine, transmission and suspension are basically the same as for last year's model but with important minor refinements. Compared with the old model the wheelbase is 3in shorter, the front track 1½in wider, and the rear unchanged. There is, however, considerably more passenger and luggage space, the overall length being increased by 5in. There is approximately 3in more internal width for front and rear passengers, and the boot is of American proportions, having an effective fore and aft length of 52in and a depth of 18in. The space is unimpeded by the spare wheel, which is placed on the right-hand side behind the wheel arch. Despite the increased passenger and luggage space provided, the new body shell has incurred little weight penalty, our figures showing but 50lb increase compared with last year's model.

Fuel injection is still a rarity, and Daimler-Benz are the only European company offering it as a standard production feature. Compared with the 220S, which has two twin-choke dual stage Solex carburettors, the 220SE develops 10 b.h.p. more, but it is the torque and the range over which

it is produced which are the most important features. In Germany, fuel injection costs the customer £144 more, which is increased to £200 with import duty and purchase tax in the United Kingdom. Many people would consider the advantages worth this price.

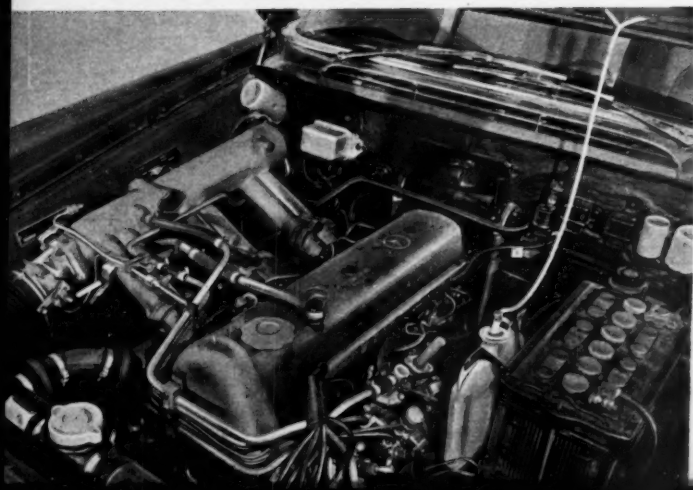
The injection system results from collaboration between Bosch and Daimler-Benz. It is of the port injection type, with the fuel delivered through a fixed calibrated jet for each cylinder from two-plunger jerk-type pumps operated at engine speed. Thus, the injection timing for each cylinder varies in relation to the valve opening period. In practice it behaves impeccably. There are automatic controls to adjust the amount of fuel fed in, according to temperature, density and speed. From cold the engine needs slightly more turns from the starter than with normal carburettors, but once the engine fires it runs noticeably better. When very cold the engine idles with a slight hunting characteristic as the excess fuel device operates, but the speed is little above the normal idling condition. Hot starting was infallible at very high ambient temperatures experienced during the test. From cold, full throttle can be used without a hint of a miss or hesitation, and in a very short distance the normal operating temperature puts out of circuit the cold starting excess fuel device.

By far the most attractive feature of fuel injection is the flexibility which it provides. For one portion of the test journey there were five passengers, and the luggage compartment was packed with their possessions and with road test gear. So laden, the car could be slowed down to a trickle of no more than 8 to 10 m.p.h. in top gear, and when the throttle was slammed full open, it gained speed on quite an appreciable up-gradient without a trace of hesitation or pinking from the engine. In ordinary traffic conditions top could be used frequently, and so long as the car was moving, sufficient performance was available in third gear for most purposes. In fact, the flexibility is such that in many ways it rivals automatic transmissions, except, of course, when the gear needs to be disengaged when coming to a standstill.

Starting procedure is no different from that of the carburettor model. Turning the ignition key to its first notch operates the continuously running tank-mounted fuel pump, which primes the system and assists in keeping it free from vapour locks; pressing the key further against a spring-loaded switch brings the starter into circuit. The ignition lock also incorporates a steering wheel lock. In one position there is limited movement to enable the car to be manoeuvred in a public garage, and another prevents movement of the wheel altogether.

Synchromesh is provided on all four gears, which are selected by a column-mounted lever; it is impossible to beat the baulk ring type of synchromesh even with full throttle changes. Operating loads on the lever have been kept light, in part by accepting rather long movements radially, but cross movements through the gate are pleasantly short. Maximum speeds of 30, 48 and 75 m.p.h. are available in the indirects, corresponding to the manufacturer's recommendation of 6,000 r.p.m. maximum engine speed. This can be exceeded before valve bounce sets in, but there is

Much of the engine's flexibility and power comes from the long, straight induction air pipes used with the fuel injection system, the pump for which is on the left side of the engine. The pipe from the plastic water containers leads to the windscreen washer jets on top of the bonnet





Left: Assessing road holding in the wet on the Daimler-Benz steering pad. Note how the outer front tyre is heavily loaded, without having lost adhesion at this point. Right: The driver has a commanding view of the instruments. Front passengers each have a fresh air deflector on the fascia

little advantage in doing so. Peak torque occurs as high as 4,100 r.p.m., which invites full use of the indirect ratios.

Arising from the flexibility of the injection system and the point of peak torque, third gear can be used for long periods in hilly and mountainous sections. On the long *autobahnen* of its native country, the car can be cruised continuously at 90 to 100 m.p.h. without any distress, and in accord with the manufacturer's recommendations. Some drivers, perhaps, would welcome the use of an overdrive for these conditions, but without this refinement the engine gives little indication of mechanical fuss, and the noise level is very low. As this road test was undertaken wholly on the Continent, most of the driving was done at these high speeds. It says much for the firm's development department that at the end there was not a trace of oil externally, and an examination of the dipstick showed that approximately half a pint of oil had been used.

Compared with the previous model, the suspension is noticeably softer—probably with an eye to the American market—but at the same time improvements have been made to the road-holding, and the overall balance is very safe. On a normal straight road with slight undulations, the ride is gentle without recurrent pitching. Mercedes have used independent rear suspension for many years, and have probably amassed more experience in this respect than any other manufacturer. It is not surprising, therefore, that it is over rough surfaces that this car shows up best. Included in the modifications made to the current vehicle are a higher front roll centre and a reduced roll stiffness of the swing axle suspension used at the rear; this has been achieved by the use of a compensator spring above the final drive casing, as on the 300SL.

Criticisms of previous cars were in regard to sensitivity to side winds, and a tendency for the car to deviate momentarily from its chosen line when a change in road surface occurred, such as the joints in concrete strips, and even

plastic lane lines on the surface. Bends taken fast resulted in a jacking-up effect of the rear wheels, with a momentary displacement at the rear end. These shortcomings have now been entirely overcome. The rear end modifications particularly have reduced a tendency to oversteer, and in cornering to the limit there is now a definite tendency to understeer, such as most drivers prefer. In these conditions there is noticeable but not excessive roll, and corners need to be taken extremely fast before a break-away occurs; when this happens its nature is not violent and is easily corrected. Moreover, releasing the throttle in the middle of a bend has negligible effect on stability.

The steering is very accurate and the stiffening of steering arms and linkage has eliminated springiness. There is strong self-centring action, and towards the full lock position on sharp bends taken fast, considerable effort has to be applied to the wheel. Normally we are suspicious of any car requiring a steering damper, but the Mercedes engineers say that the one on this car is necessary only to suppress wheel shake when tyres become badly worn. Certainly with new tyres there is no trace of this characteristic.

As during many tests this summer, it might have been difficult to assess the car's road-holding in the wet, but special facilities were arranged on the steering pad at the Daimler-Benz proving ground. It was our impression at first that the new Dunlop nylon cord tyres, which did not squeak unless cornered near the limit of adhesion, were responsible for the very high standard of adhesion experienced in the dry, but these impressions were dispelled. The tyres were taken off the test car and tried on an earlier 220S model, with the steering pad dowsed with water; they were then transferred back to the test car and the test repeated. Although speeds could not be taken, it is estimated that the old car with the new tyres spun off at approximately half the speed of the new one. Thus the better road-holding arises from the modifications made to the front and rear

Left: There is a parcel tray between the front seats, and a clip-on cushion and flat-back is optionally available to fit into this space if required. Right: The grab handles and flush fitting, pull-out door catches can be seen through the wide doors. Between the rear window frame and door jamb is the extractor slot for the ventilation system



Mercedes-Benz 220SE . . .

suspensions rather than any benefits bestowed by the tyres.

A criticism arising from the relatively soft suspension is the tendency for the front of the car to dip during heavy braking. This was particularly noticeable on down hill, tortuous sections taken very fast after dark. Braking for a corner resulted in front end dip, when the range of the head lamps, which otherwise was adequate, was reduced momentarily; this could be quite disconcerting in unfamiliar surroundings. One cure would be to use anti-dive geometry on the suspension pivot joints, if the present relatively soft suspension is to be continued. Even on the roughest surfaces there was negligible road noise or tyre thump, and the body structure is virtually free from any shake, which always makes for restful travel.

To match the car's performance the brakes are to an equally high standard, drums being used all round. At the front they are turbo finned Alfin type; at the rear cast iron. Servo assistance produces a low pedal effort of only 60lb for a maximum stop of 0.93g at 30 m.p.h. Very fast driving in the Alps failed to induce fade, the sole indication of high drum temperatures under these conditions being a slightly heavier pedal effort and a trace of roughness. Surprisingly, the brakes are better when given a lot of punishment than when used infrequently. This characteristic arises from the use of automatic adjustment, which results in a fairly long free travel of the pedal when the drums are cool.

In the same way that the road-holding is an improvement on previous models, so are the internal appointments and the general field of vision. The driving position has that indefinable characteristic, in that one immediately feels at home behind the well-placed wheel, which has a padded leather centre as a safety precaution. Indeed, throughout the car, a great deal of attention has been given to provide all projecting surfaces with safety padding.

Individual front seats with reclining backs are a standard fitting, and in this particular car, cloth upholstery was used throughout. These seats have wider-than-average cushions which in conjunction with the shaped back rest give good support. On the propeller shaft tunnel between the two front seats is a very useful plastic parcel tray. A third passenger can be accommodated by the provision of an optionally extra cushion and back rest which fit into the space above this, and additionally can be folded down to form a central arm rest.

The curved screen provides a wide range of vision, and the pillars do not intrude unduly. A cam mechanism in the blade linkage of the two-speed windscreen wipers allows the two blades to cross over and give good rain clearance in the centre and at the edges of the screen. A washer, a standard fitment, is operated from a pedal by the left foot, which brings the wipers into action simultaneously with the application of water. In such a wide car, the pedals are well placed and spaced. Moulded rubber mats cover the floor at the front and cord carpet is used at the rear.



The radiator shell, with its flexibly mounted three-pointed star, lifts with the bonnet and is much wider and shallower than hitherto. Side, head, fog lights and turn indicators are enclosed in the front clusters

A vertical instrument cluster is placed in line with the steering wheel. The speedometer ribbon is in the centre of this; it is steady in action and easy to read, and there is a distance and trip recorder incorporated. Generally the interior furnishings and atmosphere are less sombre than on earlier models. The metal facia is wood-grained, the top deck behind the screen being leather cloth padded, which eliminates reflections.

There is a very comprehensive heating and ventilation system, with separate controls for the degree of heat and quantity of air, which can be balanced between the screen, for defrosting, and either front or rear compartments. With all windows closed the circulated air is expelled through the trim fabric to outlets in the roof support pillars at the rear. Each front door has a swivelling quarter ventilator, operated by a worm and wheel with a circular knob inside the car, so that it can be set and retained in the desired position. With each front door window wound fully down, it was possible to obtain a position of these deflectors which eliminated any draught or buffeting inside the car, and the air noise was not very high in these conditions. With all windows closed, normal conversation could be carried on or the radio heard at low volume setting at cruising speeds of 90 to 100 m.p.h.

Placed above the side windows there are plastic support handles to assist passengers during severe cornering, the rear portions of which on each side incorporate coat hangers. In addition, on the front passenger door and each of the rear ones there are plastic-covered grab handles to give extra support. They are used also for closing the door, and the arm rest in each incorporates a pull handle.

Within a maximum internal body width at the rear of 5ft, three outside passengers can be seated comfortably. The two outer ones have the advantage of slight curvature of their back rests, the centre portion of the squab being flat for the occasional third member. This portion incorporates a very wide folding arm rest. With the front seats in their

Left: Rear-end treatment is clean, with broad strip lights at each side for the lamp clusters above the double-tiered, wrap-round bumpers. Right: A vast luggage compartment has more usable space than in any comparable European car. The number plate hinges downwards to provide access to the petrol filler, the tank of which gives a useful range of well in excess of 300 miles. A flashing light in the instrument panel indicates when the contents drop to one gallon



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In summary, the 220SE has outstanding road manners, undoubtedly allied to the firm's long experience in racing. In addition, it permits the achievement of high and sustained cruising speeds with very good economy. The interior is planned to carry five people and their luggage over long distances, in a manner matched by very few other cars, irrespective of their country of origin. Except for the frontal aspect, its styling is thoroughly in keeping with modern thought and, in a phrase, it seems to have been planned by men who are aware of the niceties and refinements necessary for those who will appreciate good motoring.

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DATA

PRICE (basic), with saloon body (including heater), **£1,898.**
British purchase tax, **£791 19s 2d.**
Total (in Great Britain), **£2,689 19s 2d.**

ENGINE: Capacity, 2,195 c.c. (133.9 cu in).
Number of cylinders, 6.
Bore and stroke, 80 x 72.8mm (3.16 x 2.87in).
Valve gear, o.h.c.
Compression ratio, 8.7 to 1.
B.h.p. 134 gross at 5,000 r.p.m. (B.h.p. per
ton laden 0.91).
Torque, 151.8 lb ft at 4,100 r.p.m.
M.h.p. per 1,000 r.p.m. in top gear, 17.9.

WEIGHT (with 5 gals fuel): 26.4 cwt (2,950 lb).
Weight distribution (per cent): F, 57; R, 43
Laden as tested, 29.4 cwt (3,286 lb).
Lb per c.c. (laden), 1.5.

BRAKES: Type, Ate.
Method of operation, hydraulic, vacuum
servo assisted.
Drum dimensions: F, 9.06in diameter; 2.56in
wide.
R, 9.06in diameter; 2.0in wide.
Lining area: 165 sq in (112 sq in per ton laden).

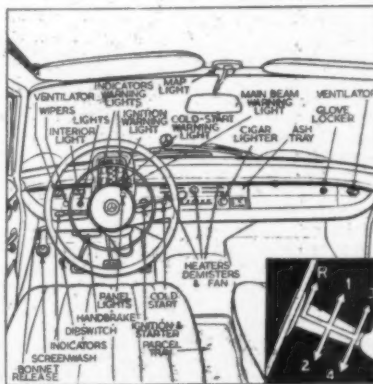
TYRES: 6.70—13in.
Pressures (lb sq in): F, 23; R, 26 (normal).
F, 28; R, 31 (fast driving).

TANK CAPACITY: 14.3 Imp. gallons.
Oil sump, 6.2 pints.
Cooling system, 20 pints (including heater)

DIMENSIONS: Wheelbase, 9ft 0.25in.
Track: F, 4ft 9.88in; R, 4ft 10.47in.
Length (overall), 16ft 0.2in.
Width, 5ft. 10.67in.
Height, 4ft 11.45in.
Ground clearance, 7.87in.

ELECTRICAL SYSTEM: 12-volt; 60 ampère-hour battery. Head lights, double dip; 45-40 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones with anti-roll bar. Rear, independent, low pivot swing axle and coil springs.



News and Views

Show Orders—a Record

RECORD home and overseas orders have been reported by British manufacturers exhibiting at the recent Earls Court Motor Show. Mr. J. M. A. Smith, president of the S.M.M.T., and assistant managing director of the Ford motor company, said that the Show had more than confirmed its position as the premier exhibition of its kind in the world. Business with the North American market had been, and would be, outstanding. In addition to the normal shipments in general cargo liners, he added, nearly 30 ships were on their way to the U.S.A. and Canada, carrying over 10,000 vehicles.

B.M.C. state that home and overseas orders for the new Austin Seven and Morris Mini-Motor have reached about 100,000; nightshifts on this production line are to be started in a few weeks.

Ford report 35,000 orders for the new Anglia from Europe and 66,000 from North America. Home market orders for the Anglia now exceed £60,000,000, and more than 700 cars a day are reaching buyers—highest in the company's history.

Other reports from manufacturers at the Show—Rootes: "One of the best Shows, with a considerable increase in orders over last year."

Standard-Triumph: "More firm orders for the new Herald than for any previous model in the company's history."

Vauxhall: "Inquiries up to the record level of last year. Sales promise to be even bigger in 1960."

Aston Martin: "Commitments far exceed present production capacity."

Rover: "American deals at the Show forecast a 100 per cent increase in sales. Home sales also at a record level."

Compact Car Race

IN America a two-hour "grand prix" of compact cars will be held, in which the Ford Falcon, Chevrolet Corvair, Chrysler Valiant, Studebaker Lark and American Motors Rambler will compete against imported cars ranging from the small Fiat to the Jaguar 3.4. It will be run in two classes according to engine size and price, on 12 December.

Parking Discs Here?

DISC parking—the Parisian system by which long-term car parking is restricted by means of a small revolvable disc placed by motorists on their windcreens—may be tried in Britain.

Mr. Ernest Marples indicated this in a speech in London on Thursday, 29 October. Briefly setting out his aims as Minister of Transport, he said "We must move quickly. The condition of our roads brooks no delay. We must have action—so long as we are sure it is the right action. But we must first experiment, perhaps on a limited scale. For instance let's try disc parking, as in Paris." Of traffic problems in general, he said: "I'm not going to tell you the answers,

Next Week

Enlarged issue with a strongly Scottish flavour

★ Guide to the Scottish Show.
★ Roads and Motoring in Scotland.

★ Road Test—Ford Taunus estate car.

★ Body styles at the Turin Show.

★ New American cars analyzed.

★ Automatic transmissions — Part II.

★ Are retreads safe?

★ Stainless steel in car trim.

★ R.A.C. Rally entries.

★ The small car has advantages.

★ News, The Sport and regular features.

because I don't know them, but I do know some of the methods I shall try."

His speech—which contained little firm news, but at least gave a strong impression of a dynamic personality dedicated to action—was a brief one delivered at the annual Motor Show dinner of Oldham and Son, Ltd., battery manufacturers.

Turner Climax

A COVENTRY CLIMAX single overhead camshaft 1,098 c.c. engine powers the latest version of the Turner sports car. Girling 9in dia. disc brakes at the front are standard and the new Turner has larger rear drum brakes of 8in dia. with 1½in wide shoes. An alteration has been made to the nose of the glass fibre body, a low, full-width air intake being incorporated, the windscreen is now curved.

Alternatively, the Mk. III version of the same engine may be fitted for those intending to take part in competitions, power output being 90 b.h.p. at 6,900 r.p.m.

Lowered nose, wide grille and curved screen of the Climax-engined Turner which now has Girling disc brakes at the front



Supercharged Sprite

AS announced last week, the Donald Healey Motor Company have become sole distributors of Shorrock superchargers—now available for the Austin-Healey Sprite—to B.M.C. dealers. Shorrock Superchargers, which are part of the Rubery Owen Organisation, offer their standard eccentric vane unit, which is driven by vee-belt at a little less than engine speed. A new induction manifold is provided, and the supercharger draws mixture from a 1½in dia. S.U. carburettor. Maximum supercharger pressure is 7lb sq in, and maximum power 64 b.h.p. at 5,500 r.p.m.

The price of the conversion kit, complete with mounting brackets, special crankshaft pulley, pipe connections and so on, is £69 17s 6d. No engine modifications are required.

New President of C.A.A.E.

LAST Monday was a great day in the history of the College of Aeronautical and Automobile Engineering, Chelsea, London. On that date, as Lord Sempill (chairman) announced at the Awards Day, Prince Philip, Duke of Edinburgh, assumed the Presidency of the College. The Prince knows the College well: Lord Sempill mentioned how, when he visited it, Prince Philip inspected every machine and questioned all the staff and many of the students. Nowadays there are over 400 students at the College drawn from 50 different countries.

The Kathleen Drogheda Challenge Trophy for the student showing the highest standard of general efficiency in automobile engineering was awarded to G. Roberts, and the Castrol Trophy for the highest standard of practical ability went to G. Gaudoin. The awards were presented by Donald Campbell.

Advanced School of Engineering

INSTRUCTION in engineering at post-graduate level is to be provided by an advanced school of automobile engineering, which is being established by the S.M.M.T. in conjunction with the automobile division of the Institution of Mechanical Engineers and the Ministry of Education. It will be residential, and will be at Cranfield, in Bedfordshire, working in close association with the College of Aeronautics.

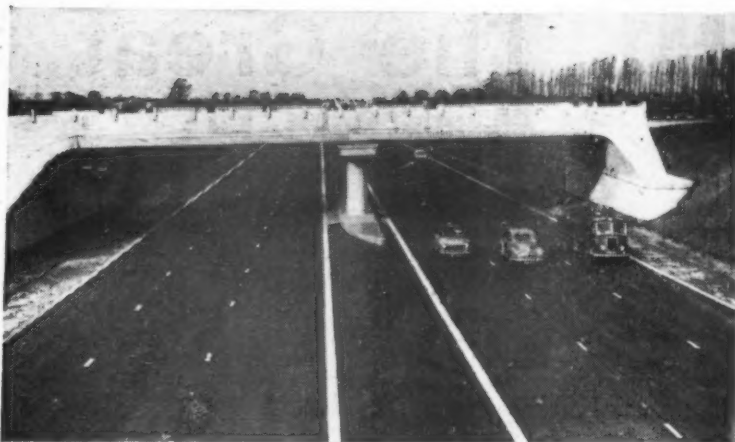
New Glass Fibre Body

FOR Austin Seven Special builders a new all-enveloping two-seater glass fibre body is available. Suitable for the 6ft 9in wheelbase chassis, it is offered by Speedex Castings and Accessories, Ltd., 17A, Windsor Street, Luton, Bedfordshire, at £70 ex-works. It includes a fire-proof bulkhead and fascia moulding; the front part of the body is forward-hinged for access to the engine. Scuttle height is only 30in above the ground.

Car Radio Telephone?

AN experimental radio-telephone service operated by the G.P.O. for South Lancashire motorists was inaugurated last week by the Postmaster-General, Mr. Reginald Bevins, when from a car parked in Lymm, Cheshire, he made a telephone call to Lord Rootes in London.

The motorist who subscribes to the service can make and receive telephone calls from his car, which is linked by built-in radio transmitter and receiver



A LITTLE of the gilt of the splendid sight of traffic flowing along the new Motorway was perhaps spoilt by the alarmist newspaper reports of high speeds, and Mr. Marples' "I was appalled" comments. The Motorway has, after all, a design speed of 75 m.p.h., and the A.A. rightly commented that Mr. Marples was "a little hasty" in his remarks.

By Air to Cherbourg

FARES and times for Silver City's new air ferry service from Hurn (Bournemouth) to Cherbourg, via Jersey, have now been released. Single charges for cars vary from £8 (up to 11ft) and £11 (up to 12ft 6in) to £23 for vehicles over 20ft long on the crossing to Jersey. There is an additional charge of nearly half as much again for the extra hop from Jersey to Cherbourg. Passenger fares are £5 10s to Jersey, and £3 (Jersey-Cherbourg). Fares for children are half.

Flights leave at 10.30 a.m., arriving Jersey at 11.50 and Cherbourg at 12.05 p.m.

Silver City have also announced that all their cross-Channel flights from Eastleigh (Southampton) are to be transferred to Hurn (Bournemouth) on 18 November.

MR. JOHN BEVINS, Postmaster-General, making the inaugural telephone call from a car at Lymm, Cheshire, last week. The call was made to Lord Rootes

In Brief

Attendance at the Earls Court Motor Show this year was the third highest ever, totalling 560,310. The total of overseas visitors was a record at 19,707.

More than 61,230 Caechs are on the waiting list for cars, according to a Prague newspaper. This year only 27,500 cars will be sold in Czechoslovakia.

A booklet called "Know Your Motorway" is available free to Club members from the R.A.C., Pall Mall, London, S.W.1. It lists garages and places to stay and eat at within a short distance of the Motorway.

Two Austin A.40s and two A.55s have completed a manufacturer's proving test on German autobahnen. They were driven 600 to 800 miles a day by two shifts of drivers, maintaining 70 to 75 m.p.h. when possible. They covered 30,000 miles in eight weeks.

Today a party of 50 young executives, members of the Leeds Junior Chamber of Commerce, is to fly to Paris to visit the Renault works at Flins. The trip was arranged at the invitation of M. Bosquet of Régie Renault, when he went to Leeds to take part in a debate on the European Common Market and the industry.

Petrol prices in Switzerland are to be increased by a tax addition of between 3 and 5 centimes (approximately 1d to 1d) per litre to help finance the country's road construction programme. Swiss petrol prices are the lowest in Europe.

The British Road Federation's informative booklet of facts and figures on road matters—*Basic Road Statistics*—has been brought up-to-date and reissued for 1959. It is available at 1s from the B.R.F. at 26, Manchester Square, London, W.1.



with G.P.O. base stations. Quality and clarity of reception is comparable with that of the conventional telephone.

Cost of the equipment and service is such that it is likely to appeal only to those who can make substantial business use of it. Equipment installed in the car—made by Pye Telecommunications, Ltd.—costs a little under £200, or may be hired at £1 10s a week; and a radio licence fee is £7 10s a quarter. A three-minute call within the main coverage area costs 2s 6d; calls outside that area are charged at ordinary trunk rates, plus 2s radio charge for a three-minute call.

FORTHCOMING EVENTS

November 7.—B.B.C. and London M.C., T.V. Trophy Trial, Wendover, Buckinghamshire.

8.—North Midland M.C., Autumn sporting trial, Miners Standard Hotel, Winstanley, near Matlock, Derbyshire, 10.30 a.m.

14-15.—SUNBAC Airline Rally, New Inns Hotel, Alsop-en-le-Dales or Cracoe, 10.31 p.m.

15.—Bolton-le-Moors C.C., Bolton rally driving tests, Imperial Hotel, Blackpool, noon.

16-21.—R.A.C. Rally, Blackpool, 2 p.m.

21-22.—Anglia and Prefects' O.C., 3-Ns night rally, Gibb's Garage, Bedford, near Staines, 10.01 p.m.

21-22.—Tour of Corsica.

27-December 2.—Nassau Speed Week, Bahamas.

SHOWTIME

31 October-11 November, Turin Motor Show.

Today, B.A.R.C. dinner-dance.

13, West Essex C.C. dinner-dance.

13-21 November, Glasgow Motor Show.

14, Ecurie Ecosse Association dinner.

23, Advertising M.C. dinner-dance.

M1—The Great Occasion

MONDAY'S Motorway opening ceremony at Pepperstock junction started ten minutes late, but the formalities were quickly completed, and Mr. Marples, Minister of Transport, moved to a nearby police Ford Zephyr estate car to broadcast to county police along the Motorway permission to open the access flyovers.

Sir Owen Williams, consulting engineer for the project, cheerful and smiling as ever, said that, when they started, few had believed that the target completion date was attainable, but fortunately those few who did were also those who had to do the job. As a result, he said, last Saturday, on the precise day set down in the

faster. New motoring techniques must be learned.

"So here are my two mottoes: Take it easy, motorists; and, if in doubt, don't."

He congratulated the consultants and the contractors, and continued with the important statement: "We must press on. This is the beginning and not the end. There is an immense volume of work ahead. We shall need all the energies and resources of the civil engineering industry, and the goodwill of motorists while work proceeds. We must create a road system worthy of the third quarter of the 20th century. There is no earthly reason why we should fail."

As soon as the ceremony was over a police loudhailer asked the visitors to

use was being made of the third lane in each direction. It was being used more (as it should be) as a safety lane, when three abreast passing was inevitable. Lane-changing was also being done smoothly, but there were a few disappointing examples of motorists bowling along in the middle lane, even with no traffic in sight for them to overtake. Speeds of all traffic were higher than we would have expected. It is likely that the demand for overdrives will go up, and that many old and well-worn engines will make their final revolution on the new road unless owners keep a margin of throttle in reserve.

Peculiarly shaped tall concrete structures at the service areas, incidentally, are for loading grit and salt into lorries for immediate surface treatment in ice or snow. Sir Owen Williams has said that eventually metal screens will be built along the centre verge to prevent dazzle on long straights at night.

On this first journey on the Motorway after the opening, the greatest impression was of the striking scale of it all, and the width of the road even when traffic was using it. Visibility is excellent, particularly when filtering into or out of the carriageways.

A completely altered impression of speed is gained on the Motorway—even by those familiar with German *autobahnen*; this is worth remembering when the "End of Motorway" signs come in view. Drivers should brake for the terminal roundabouts with a check against their speedometers rather than by their own judgment.

M1 at Night

Later, members of the staff again drove along the Motorway to try the road in the dark. The direction signs before intersections were well lit and those with Scotchlite reflective lettering also were clearly legible. The actual start of the filter ramps was ill-defined, however, and not easy to pick out in the dark.

There was quite a pantomime at Newport Pagnell filling station, where cars were arriving too fast and braking hard for the pumps, in spite of a long run-in from the carriageway. This particular station will have on the northbound carriageway a cafeteria, restaurant, service station and parks for private and commercial vehicles to accommodate 85 and 30 vehicles respectively. On the southbound carriageway there will be similar facilities, without the restaurant, and it will be joined to the other side by a covered footbridge.

The dazzle problem is there, particularly in the right, outer lane. At 60 m.p.h., dipped head lamps were perfectly adequate.

November 2, 1959, will certainly be remembered in motoring history. Perhaps the most significant outcome of it all was the clear indication which Mr. Marples gave that he is determined to go on with the programme, and to accelerate and expand it. These indications he repeated in his speech at a luncheon in London given by John Laing and Son, Ltd., and Tarmac Civil Engineering, Ltd., the main contractors, which was attended also by the former Minister of Transport, Mr. Watkinson.



Mr. Marples uses a police radio-telephone to broadcast permission for the barriers to be removed at the access flyovers

contract, even to the very hour, completion had been granted to the contractors.

Mr. Marples opened the road with a concise speech in which he admitted that he could not claim to be the first Minister of Transport to build 75 miles of Motorway within 17 days of coming to office, and that the credit lay with his predecessor, Harold Watkinson. He said: "This Motorway starts a new era in road travel. It is in keeping with the bold, exciting and scientific age in which we live. It is a powerful weapon to add to our transport system. But like all powerful instruments, it can be a power for good or for evil."

"It will bring immense benefits if drivers use discipline, common sense and obey the rules. But disaster and tragedy may descend on those who drive recklessly or selfishly. For on this magnificent road the speed which can be easily reached is so great that senses may be numbed and judgment warped. The margin of error gets smaller as speeds get

remove themselves from the carriageways, and our staff car, discreetly parked on the west side of the Pepperstock flyover, was among the first three cars to set off up the road.

It was a dramatic event to cruise at up to 100 m.p.h. along the deserted carriageway, and pass under bridges thronged with waving crowds. Soon we were not alone any more, as other traffic filtered in at the access flyovers. At the first of the two service areas we filtered off the carriageway and were pleased to find that, although the main restaurant and transport café has yet to be built, a few pumps have been installed, and we could be the first to purchase petrol there. At the southern service area Regent, Mobil, Fina and Esso petrols are on sale. At the northern one the choice is Regent, Shell, B.P. or Fina.

With the traffic then building up on the Motorway we were glad to note the generally high standard of driving. Little



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Four New Models, Wide Variety of Specialist Bodies at Turin



A QUICK succession of autumn motor shows—Frankfurt, Paris and Earls Court—would indicate, perhaps, that there would be little of novelty nor many items of technical interest at the fourth and last, the Italian show which opened at Turin last Saturday. However, in view of the eminent position which Italian stylists now hold, it is not surprising that there is much to be seen among the specialist coachwork. Most of it is very beautiful, some rather impractical when related to ease of entry and passenger space; usually there are a few novel approaches to old problems which, if not entirely practical in the form presented, stimulate thought and lead to commercial solutions later on.

The big story at this show, however, did not concern new cars or bodies, but tyres—the Pirelli replaceable tread, fully described on pages 570-1. Technicians from competitive companies were crowded round the Pirelli stand, to see what it was all about.

A chance arose to test a car fitted with

these tyres, and the initial impression was that they constitute a desirable technical advance, quite apart from their more obvious advantages of cheaper replacement, and quickly changeable tread to suit summer or winter road conditions. The car tested was an Alfa Romeo Giulietta Sprint which, in normal trim, has slightly "woolly" steering that becomes noticeably heavy in fast cornering, and has distinct understeer characteristics.

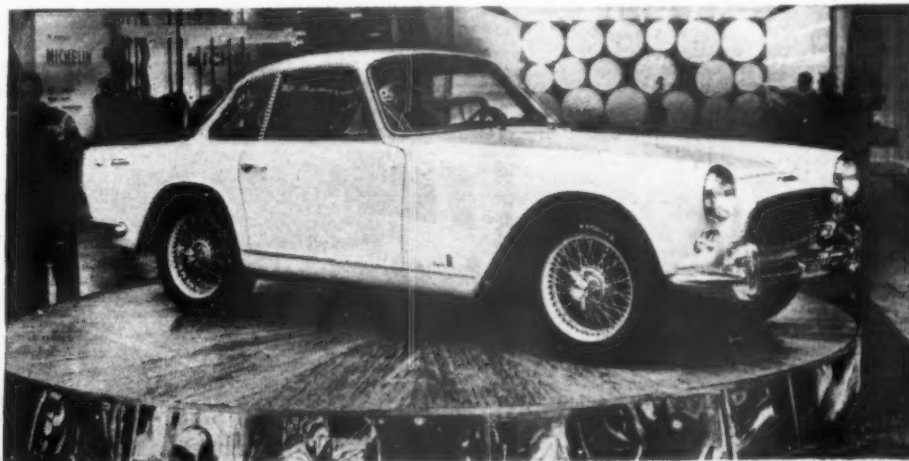
With the new Pirelli BS3 tyres—Ballistrada Separato, or three separate treads—fitted the steering was almost finger-light for normal turns, and much less heavy when the car was cornered fast. Moreover, the steering characteristics became neutral for most practical purposes; there was a trace of understeer when entering a fast corner, which changed gradually to approximately the same very small degree of oversteer when near the limit. The wheel needed to be held lightly when the car was travelling in a straight line; if it was gripped hard there was slight weave. Most noticeable was the absence of scream in severe cornering conditions, when adhesion was of a very high order; over pavé, or any

similar surface which excites high frequency deflections of the treads, there was some roar, but no more than with Michelin X tyres, for example.

In brief, this latest development appears to be a break-through of considerable technical importance. Incidentally, replaceable treads are not a new idea—there was an American patent on the subject in 1909—but Pirelli have applied modern techniques and produced what appears to be a very good solution.

Italian car production, which is now running at approximately 440,000 vehicles per year, is concentrated mainly in the hands of three manufacturers—Fiat (including their subsidiary company of Autobianchi), Alfa Romeo and Lancia. Of these, Fiat are by far the largest, being responsible for around 87 per cent of the total. To the end of September, 48 per cent of total Italian production went to export markets, but import tariffs into Italy are very high, with the result that foreign car sales were only 4,700 in 1957, 5,300 in 1958, and 5,530 for the first seven months of 1959. This gave rise to a rather pointed attack on the Italian Government by Mr. F. M. Paradise, of Ford Italiana, when introducing their new cars at a press

Triumph TR.3 Italia, now in series production by Vignale, has more headroom





Standard production Lancia Flaminia Zagato G.T. (left) now has exposed head lamps, Zagato's own lighter version (right) retaining the Perspex covers



Lancia's first station wagon, the Giardinetta, has only one passenger door at each side

TURIN SHOW...

conference. Perhaps he still remembered his days as Marshall Aid administrator in Italy, during which, he mentioned to us afterwards, Fiat received \$526,000,000 to re-equip their war-devastated factories.

There is little new from the three big manufacturers. Fiat's programme is unchanged, with the claim that demands for the 500 are now increasing steadily, and that production of the 1800 and 2100 is being stepped up to meet export demands. The 1½-litre twin camshaft, Osca-designed sports engine is now in production at the Fiat factory. In fact, after taking over this design and making only those changes necessary for ease of production in quantity, it is being turned out at the rate of approximately 50 per day. For their own requirements Osca now buy them back and carry out detail changes to increase performance.

In spite of rumours that the Alfa Romeo 2000 would be powered by a new six-cylinder engine, the entire programme continues as before. The only changes are slight modifications on the front and rear light clusters of the Giulietta T.I. saloon introduced at the Frankfurt Show. Under the trading agreement concluded by Alfa Romeo with Renault, production of the Dauphine is now in full swing at the Milan factory, with a daily output rate of 100 cars.

Lancia for the first time introduce a station wagon, or Giardinetta by its Italian name, into their range. Based on the 1,090 c.c. vee-4 Appia Series III

chassis, it is designed and built by Viotti of Turin, who specialize in this class of vehicle. Rather surprisingly, there is only one passenger door at each side. It is, however, very wide, and permits reasonable entry to the two front passenger seats and the fixed bench seat behind. At the rear there is a spring-loaded lift-up door, hinged at roof level and extending to floor level; a protective hard wearing plastic covering is used for the luggage area. Axle ratios and claimed maximum speed (74 m.p.h.) are the same as for the saloon.

Slight changes have been made to the

Flaminia Zagato G.T. sport coupé. The head lamps are now exposed, and the earlier Perspex covers are used only on the version sold by Zagato themselves. This version is 200lb lighter than the standard production model made for Lancia. It weighs 23.2cwt, and the engine is fitted with three twin-choke Solex downdraught carburettors; in this form the claimed gross power is 150 b.h.p., compared with the standard 131 b.h.p. The Touring coupé is now available with right-hand drive, which will gradually be extended to all models in the special body series of the Flaminia.

Abarth is becoming increasingly important as a manufacturer in his own right, with a large new factory on the outskirts of Turin. He has taken the new Fiat 2100 six-cylinder engine, increased its capacity to 2,160 c.c. by boring out the cylinders from 77 to 79mm, fitted three twin-choke 40mm Weber carburettors, raised the compression to 9.5 to 1 and used a fabricated twin exhaust system, to raise the power from 95 b.h.p. (gross) at 5,000 r.p.m. to 135 b.h.p. (net) at 6,000 r.p.m. This unit is used to power two new cars with bodywork designed by Carl Abarth, and made by Allemano. One is a saloon with two very small seats and negligible knee room behind, and the other a cabriolet in which the rear seats are replaced by a luggage platform. This car has dual head lamps, increasingly popular with Italian stylists, with an eye on exports to America.

Seventeen specialist coachbuilders are

Ghia's very advanced design, the Selene, has a rear engine layout (left), and (right) rear passengers





Now ranking as an important motor manufacturer, Abarth showed these two cars, saloon (left) and cabriolet, both fitted with his modified six-cylinder Fiat engine. Bodies are by Allemano, to Abarth design

exhibiting at this show, but there are also many smaller Italian firms, concentrated in the plains of Lombardy, which do not display their craft. Some coachbuilders like Farina, Bertone, Touring, Vignale and Zagato have comparatively large establishments with regular production lines, in addition to the special show exhibits produced annually. Others, represented mainly by Ghia, concentrate on producing one-off and often exotic prototypes under standing contracts to big producers—Chrysler in the case of Ghia—out of which are born the shapes of future years.

Ghia's centre piece is a futuristic design based on a rear engine layout, with the front passengers seated forward of the front wheels. The mechanical arrangement of steering control is not indicated, but the idea is based on aircraft practice so that the wheel, or more correctly the steering arm, can be used by either front passenger and changed from one to the other while the car is in motion.

Best described as a lounge on wheels, the rear compartment has two back seats facing each other, so that there is a central leg room area; whether the resulting rearward facing seating position for half the passengers would ever be widely adopted is doubtful—certainly past attempts at it, such as in the Zundapp Janus, failed. The doors are operated electrically, with push-button control and safety locking devices, but there seems to be no provision for opening them in the event of a flat battery.

There is also another Chrysler design



Maserati 5000GT with Superleggera Touring two-seater body has a vee-8 four-carburettor engine



Novelty on this Farina Fiat 2100 is electrical operation of the front seats for entry to the rear

on two facing bench seats, and front passengers positioned forward of the front wheels



exercise on the Ghia stand. The body is based on the new Valiant chassis, has rather ugly protruding side lamps, and something of a styling reversion—a centrally divided rear window.

The Fiat 1500 (Osca-derived engine) forms the basis for most of the coachwork specialists this year, and there are no fewer than nineteen examples on display. Among them is Vignale with a very smart coupé, alongside the rather over-elaborate and fussy En Plein on a Fiat 1800 chassis.

Vignale are now in series production with the Triumph TR3 Italia, introduced as a prototype last year. It is being made at the rate of one per day and sold through the Italian organization of Standard-Triumph International. The front air intake has been changed to a more orthodox grille, and the roof raised to give more headroom for rear passengers. It certainly makes the TR3 hard



Moretti's wide range includes this small racing car and the 1 1/2-litre Golden Arrow behind it. The latter has British Dunlop disc brakes. Below is the Siat Abarth Pulmino station wagon



Bertone's traditional falling roof line is shown to advantage on this Fiat-Osca 1500 Speciale coupé. Chrysler's latest compact car, the Valiant, is already the subject of attention by Ghia



TURIN SHOW...

top look rather old-fashioned now, but it is more expensive by £300; equivalent prices in Italy are £1,440 and £1,140 respectively.

Whereas most of the specialists follow the Farina line of a squared-up back with slight roof overhang and wide horizontal treatment for front grilles, Bertone sticks mainly to his traditional falling roof line.

His central exhibit is the Fiat-Osca 1500 Speciale sports coupé. It is very well streamlined and has two seats, with a luggage platform behind them. The engine (Fiat-based) has a special Osca cylinder head with two twin-choke 38mm down-draught Weber carburettors placed between the two camshaft banks; it develops 120 b.h.p., compared with 90 b.h.p. of the standard Fiat version. Girling disc brakes are used front and rear, and magnesium wheels by Amoradi. Bertone also shows what is generally accepted as being the Show's most elegant coupé, on the Maserati 3500 G.T. chassis.

British disc brakes—of Dunlop manufacture—are used also on the Moretti Golden Arrow, which has their own 1 1/2-litre twin-cam power unit, and wishbone suspension all round. This firm is one of the enigmas among Italian producers—they make three different types of engine, their own axles and gear boxes, have fifteen different models on display, and yet sold a total of only 116 cars in the home market during 1958.

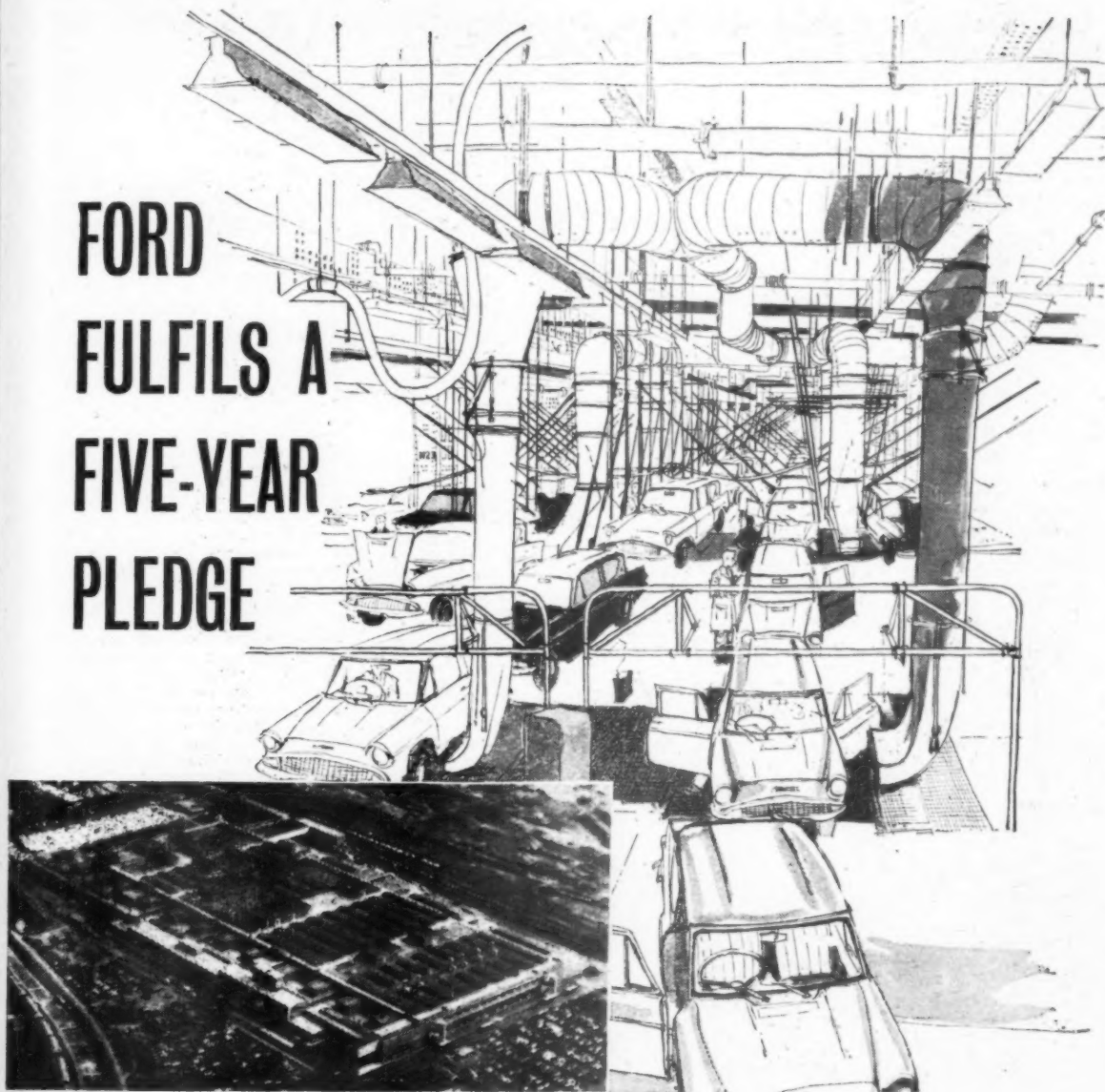
Farina is now producing 7,000 bodies annually in series production, and it is planned to step this up to 12,000 during 1960. Two new prototypes are exhibited, a coupé on the Ferrari 410 Superamerica and a two-door four-seater saloon on the Fiat 2100, which may be put into series production next year. Both are in the best Farina style and tradition, but the Ferrari has a prominent and not very elegant square grille. The Fiat has two novel features: as the front seat backs are tipped forward for entry to the rear, they operate a contact and the seats slide forward on their runners by electrical operation. The fascia on the passenger's side curves under the scuttle to the toeboard and is leather covered, with deep foam rubber underlay for safety.

Maserati have produced a real brute of a car in the 5000 G.T. The vee-8 engine has four 46mm, twin-choke Weber carburettors and twin ignition. Going the rounds of the show is a story that Bertocci, their ex-chief racing mechanic, testing the car at 175 m.p.h. along the new northern section of the Milan-Naples auto-Strada, put his hand out of the car and had an expensive gold wristlet watch blown away. The Superleggera Touring body has elegant lines which are rather spoiled by some fussy *décor*. Despite the huge engine, there are only two seats, with an upholstered luggage platform.

These, then, are a few of the wide range of special car exhibits at Turin. Whether the bodies are completely new or cannibalized like the Lombardi President on a Fiat 2100—cut clean in half and the wheelbase extended by 19.5in to make room for four additional seats—they are all beautifully executed if, in some instances, not so well engineered.

Italy is not a prosperous market for British manufacturers, but Rootes have introduced full air conditioning on the Minx (costing £138 extra including 40 per cent duty) to stimulate interest. The 492 c.c. Berkeley, which has had a lot of competition success there, is now available with a well-executed hardtop.

FORD FULFILS A FIVE-YEAR PLEDGE



With the completion of its new Paint, Trim and Assembly Building at Dagenham, Ford fulfils a five-year-old pledge. Well over £65,000,000 have been spent on the expansion programme launched by the Company in 1954—and millions more will be spent in the next few years.

This latest plant, which alone cost over £10,000,000, is the most modern of its kind in the world. Completed earlier, and already at work, are the new Parts Depot at Aveley, the new Basildon Machine Shop, the new Foundry and Body Press Shop at Dagenham.

These mighty cash contributions to Britain's future are Ford's pledge, translated into steel and concrete, that British skills shall continue to lead the world in providing quality vehicles at the lowest possible cost.



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They asked for longer battery life...

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CARS are so complex and intricate that it is not surprising when odd faults develop in their operation, and that problems arise in their service which may be simple or complicated to solve. Letters often come to us from readers describing some obscure but irritating fault which has defeated all attempts to rectify it. This series will describe some of the typical peculiar troubles which occur in a garage from week to week, and explain how they were overcome.

THERE was an odd case of roughness at low speed on a Standard Ensign engine. The car ran well when the engine was revving, but at tickover and the lower end of the speed range it was lumpy and hesitant. Many faults could give this trouble, such as a partially blocked slow running jet in the carburettor, but the discovery was made quite quickly that shorting any one of the sparking plugs except no. 3 stalled the engine. The obvious implication was that no. 3 sparking plug was faulty.

It was removed and checked, and when cleaning and gapping made no difference a new sparking plug was fitted, which still did not cure the trouble. Rare coin-

cidences can never be ruled out in vehicle maintenance, so to be quite sure that the new sparking plug was not faulty it was changed with one of the other three plugs. No. 3 cylinder continued to be the one which was not firing, and the new plug was working well in another cylinder, so the trouble was now isolated as being somewhere between the plug lead and the distributor, or in the distributor itself.

Both ends of the plug lead were checked and shown to be sound, thus fixing the trouble fairly certainly in the distributor. This was the sort of fault which costs nothing to rectify, but may waste hours in tracing. In this case the

service manager "unearthed" the mystery by accident when he dropped the rotor arm on the garage floor. It landed upside down, revealing black deposits of tracking which showed that the rotor arm had been short circuiting in the distributor. It was refitted, and the engine revolved by the handle with the distributor cover off.

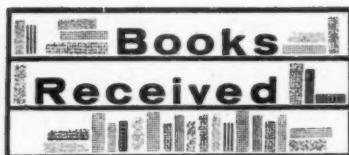
It was seen immediately that every time the rotor arm pointed to the terminal for no. 3 plug it was contacting the thinly insulated wire leading to the condenser. All that was needed was to press the wire down into the distributor, and the trouble was rectified.

(Tracing Troubles No. 2—Clutch Judder.)

TRACING TROUBLES

NUMBER ONE

Ignition



Modern Sports Car Series, published by Neville Spearman, Ltd., 112, Whitfield Street; price 12s 6d each.

This series, published in America, includes the following titles: *Races That Shook The World*, reprinted from *The Motor*, by Rodney Walkerley; *Volkswagen Guide*, by William Carroll; *Women in Sports Car Competition*, by Evelyn Mull; *Your Sports Car Engine*, by Karl Ludvigsen; *Rally Tables*, by Larry Reid; *Sports Car Events*; *Grand Prix Cars*, by Denis Jenkinson; *Triumph TR3 Guide*; *Sports Cars of The Future*, by Strother MacMinn; *Jaguar Guide*; and *Guide to Rallying*.

The series is well produced, on art paper, and generously illustrated; covers are of flexible card, except for the book of rally tables, which is loose-leaved, spiral-bound.

Great American Automobiles, by John Bentley. Distributed by The Merlin Press, 112, Whitfield Street, London, W.1. Price 36s.

Obviously Americans will be more interested in their motoring history than anyone else, but for the minority in this country whose concern with motoring is world wide rather than parochial, this thick and comprehensive volume is worthy of a place in the bookcase. John Bentley, the author, has surrendered his British nationality and is now as American as they come. He has written a number of works on early American cars.

Produced in photo-litho and well illustrated with contemporary photographs, the book is divided into five parts. The first

deals with Alexander Winton and his unconventional creations, including the 1903 Gordon Bennett racer with two four-cylinder engines laid on their sides and coupled in series; and with the early days of Packard, the horizontally opposed eight-cylinder Buick racer, the air-cooled Frayer-Miller, the Pope Toledo, Peerless and Locomobile. One is pleased to meet in these pages such unforgettable characters from the heroic era of motor-racing as the cigar-smoking Barney Oldfield and Joe Tracy.

Indianapolis—known locally as "The Brickyard"—occupies Part Three, which covers its origins in some detail. To begin with, the track was dirt-surfaced, but in this form was used for only three days; the colossal task of paving it with bricks was thereafter accomplished in only five months—between August 19 and December 14 of 1909. The first of the long series of 500-mile races, held in May, 1911, has a chapter to itself.

There follows, in Part Four, a brief cradle-to-grave history of the Stutz—"the car that made good in a day"—and a piece about the Vanderbilt Cup Races. The final section includes one chapter about the Mercer cars and two about Sprint events and record attempts on the sands of Daytona between 1902 and 1929.

Would-be customers must not be deceived by the dust-jacket, which promises them a final chapter on "Thoroughbreds of the Third Decade." There isn't one.

The Gobbling Billy, by Dymally James. Published by Victor Gollancz, Ltd., 14, Henrietta Street, London, W.C.2. Price 13s 6d.

This is a brief and superficial little novel with a strong tang in its dialogue of Northern Ireland, where the scene is set. It concerns a young Englishman working on electronic brains in Belfast, who in his spare time discovers an Edwardian racing car, restores it and runs it in a race near Belfast for such old-timers, sponsored by a wealthy American. Ultimately he de-

feats a villain in a Bellingham by crossing the finishing line ahead of him in reverse gear, after travelling (forwards) at speeds over 100 m.p.h. on front wheels and tyres borrowed from a pony trap. His prizes are £1,000 and, of course, the heroine.

The Gobbling Billy is the locals' name for the six-cylinder, 16-litre monster, née Gobelin Billet. Those readers who interpret this to be a corruption of Gobron-Brillie (a real Edwardian racer with an opposed-piston engine, also sometimes referred to as a Gobbling Billy), will be disappointed to learn that the car in the novel has too many cylinders but too few pistons.

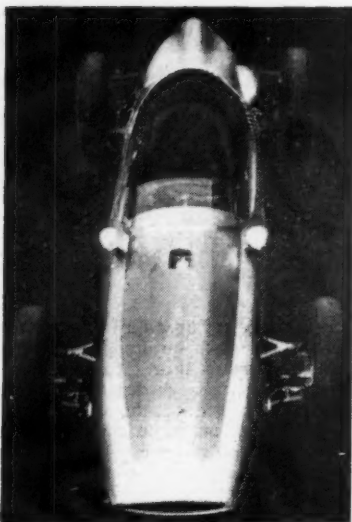
The Ford Eight Handbook, by Staton Abbey. Published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London W.C.2. Price 5s.

A revised edition, this volume covers the Ford Eight, the Anglia up to 1953, the pre-war Popular, the Tudor and the 5cwt vans. It is of great assistance to owners of older models who do not possess the handbook for their car, but it does not include information on major overhauls such as are normally the province of the car dealer, except for notes of general guidance such as would help a competent mechanic in major work on an engine.

MAP OF WALES

A new Ordnance Survey publication is a quarter-inch, fifth series sheet map of "Wales and the Marches." It covers the whole of Wales and part of the bordering English counties, and includes also Liverpool, Chester, Shrewsbury and Hereford. A pale green tint indicates ground up to 200ft; above that, hill shading is used.

Roads are shown by class, and their classification numbers are clear. The sheet costs 3s 6d in flat paper, 6s folded in covers, and 8s 6d mounted on linen and folded in covers.

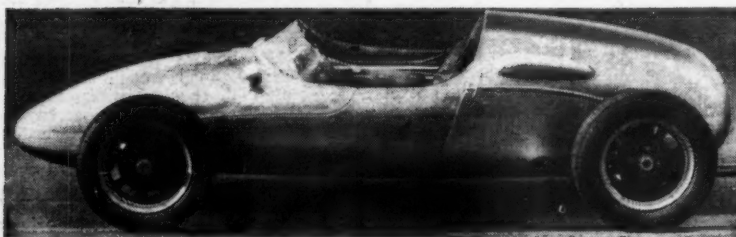


John Cooper's formula Junior car bears a strong family likeness to the formula 1 and 2 cars, except that the body is slimmer, having no side tanks

HAVING achieved supremacy in all the current racing car classes—formulae 1, 2 and 3—it was inevitable that Charles and John Cooper should sooner or later make a bid for top honours in the new class—formula Junior; it was inevitable, too, that the new car should follow the example set by its forebears in having the engine at the rear. By dispensing with the long steering column running past the engine, and the long drive-shaft running past, or beneath, the driver, a worthwhile saving in weight is achieved. Though this may not be so significant where a minimum weight limit of 793.6lb is imposed, what may well prove a decided advantage for the Junior Cooper is the reduction in frontal area—a factor which assumes even greater importance when such tight restrictions govern the type of engine that may be used, and what may be done to increase power outputs.

Frame and suspension of the new car follow very closely the layout of the formula 1 and 2 Coopers—a layout that has proved of sufficient interest to Enzo Ferrari for him to go to some lengths to acquire an example and take it back to Modena for close scrutiny. The rear suspension is by a transverse leaf spring and single wishbones, a layout that has been traditionally associated with Coopers ever since the formula 3 days; adjustable Armstrong telescopic dampers are used. At the front, suspension is by Armstrong

The rear-mounted engine allows a very low seating position; the body is slightly more "bob-tailed" than its stable mates



Surbiton's Junior Contender

DETAILS OF

JOHN COOPER'S LATEST SINGLE-SEATER

combined coil-spring damper units and double (unequal length) wishbones; the anti-roll bar runs within the foremost tubular cross-member of the frame, and is connected to the lower wishbones in the same way as in the formula 1 and 2 cars. The rear spring is mounted on widely-spaced trunnions, and transverse location is by a single, short link between the left-side trunnion and a clamp at the centre of the spring—exactly as on the formula 1 and 2 cars.

In the formula it is laid down that a Production Touring engine must be used—that is, an engine from a car recognized (or "homologated") by the *Fédération Internationale de l'Automobile* as a Touring car, and before recognition can be granted 1,000 examples must have been produced. It stipulates also that special cylinder heads may not be used, and that the system of feeding the engine (carburetors or fuel-injection) must be the same as used on the original car. Twin- or single-o.h.c. layouts may not be used, and if an alteration is to be made to the capacity of the original engine, to bring it into line with the requirements of formula Junior, it must be made by modifying the bore alone. The gear box casing must come from an F.I.A.-recognized Touring car (though not necessarily the same one as the engine), though freedom is allowed in the number and spacing of the gear ratios. The car must have an electric starter, and the braking system (drums or discs) must be the same as on the car that provided the engine. Finally, the maximum engine capacity is limited to 1,100 c.c., in which case the minimum weight limit is 400kg (882lb); if an engine of 1,000 c.c. or less is used, this weight limit is reduced to 360kg (793.6lb).

Only in so far as the frame and suspension are concerned, therefore, has John Cooper been able to "express himself," as it were. The choice of components for, and the design of, the remainder of the car are dictated very much by the engine used—in this case, a 948 c.c. A-series B.M.C. unit with 0.05in increase on the bores to bring the capacity up to 994 c.c.—closer, in fact, to the top limit for the lower minimum weight; an output of 70 b.h.p. has been achieved. The engine is mounted vertically in the frame—unlike the Coventry-Climax units of the formula 1 and 2 cars, which are inclined. In fact, there is plenty

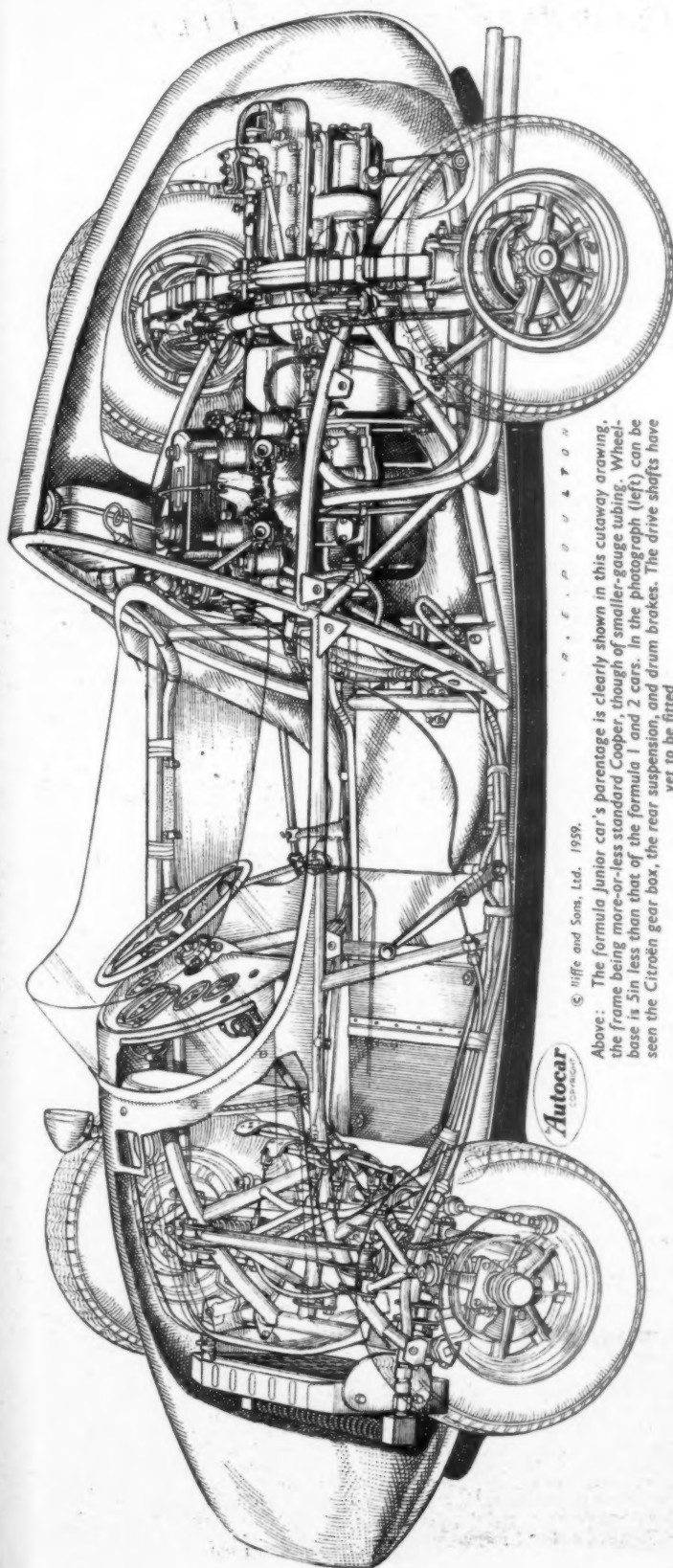
of room, vertically, for the engine, as the formula Junior rules also stipulate a roll-bar to protect the driver if the car should roll over. The radiator is mounted in front of the foremost frame cross-member, and an oil radiator is mounted below and slightly ahead of that for the water.

Because of the need for an electric starter, a 12-volt, 18-amp-hr battery is carried low down in the forward right-hand corner of the engine compartment, on the opposite side from the S.U. electric fuel pump. The belt-driven generator normally supplied with the engine has, however, been removed. John Cooper's *penchant*, from the early days, for a Citroën gear box casing has, of course, stood him in good stead so far as the requirements of formula Junior are concerned; it comes under the heading of "Production Touring," and is a component of which the company has considerable experience. Four gears are fitted; a bell-housing between clutch and gear box contains a pair of spur gears, and, with the three pairs of gears that are available, the final drive ratio can be varied. In fact, the range of top gear overall ratios available from the three sets is 4.66, 4.32, 4.01, 3.72, 3.45, and 3.21 to 1; there can be few circuits indeed whose requirements would not be met by one of these. There is no synchromesh, all gears being constant-mesh, with dog engagement.

In keeping with the origins of the engine, the Cooper is fitted with Lockheed hydraulically-operated drum brakes, though these are slightly larger than those of the A-series-engined B.M.C. cars (8 × 1½in shoes, as opposed to 7 × 1½in). As soon as one of the relevant B.M.C. cars is fitted with disc brakes—the Austin-Healey Sprite, for example, which in Shorrock-supercharged form is to be fitted with Girling discs in front—and 1,000 examples have been produced, the Cooper will be able to fit discs. However, there may not be any great advantage in this, because of the increase in the ratio of unsprung to sprung weight. Where the total weight of the car is so low, the greater weight of standard discs over drums becomes a significant proportion of the whole.

Whereas the formula 1 cars have side fuel tanks, running alongside the driver's legs and seat, as well as a third, scuttle-mounted tank (giving a capacity of 24 gallons), the fuel in the Junior Cooper is confined to a 6½-gallon tank mounted in the scuttle. This means that the body side-panels can conform closely to the frame members, giving the car a much slimmer and more compact shape. Weight of the car, with oil and water but with an empty fuel tank, is 798lb—only 4.4lb over the minimum weight limit of 793.6lb.

So far, only the prototype has been completed. This, together with a second car, is to be retained by the factory for use by the most promising members of the Cooper Racing Drivers' Training Division, who will race the cars as factory entries in formula Junior events; subsequently, further cars will be produced for sale to the public—at an estimated price of around £1,300.



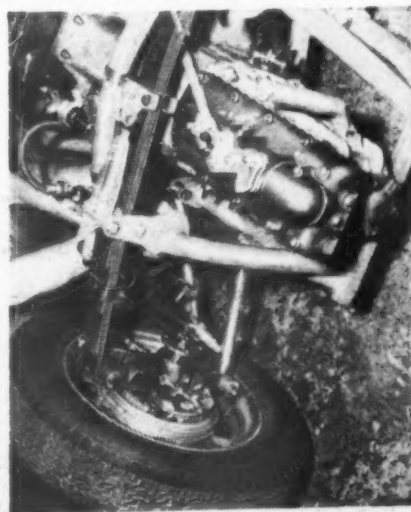
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Above: The formula junior car's parentage is clearly shown in this cutaway drawing, the frame being more-or-less standard Cooper, though of smaller-gauge tubing. Wheel-bases in 5in less than that of the formula 1 and 2 cars. In the photograph (left) can be seen the Citroën gear box, the rear suspension, and drum brakes. The drive shafts have yet to be fitted



SPECIFICATION

ENGINE		MAKER'S DIMENSIONS	
No. of cylinders	4, in-line	Wheels	Cooper magnesium alloy, bolt-on
Bore and stroke	64.2 x 76mm (2.53 x 2.99in)	Tyre size	4.50 — 15 Front; 5.00 — 15 Rear
Displacement	994 c.c. (60.65 cu in)	Steering wheel	Cooper rack and pinion
Valve position	Overhead	Steering wheel	Cooper, duralumin; 15in dia.
Max. b.h.p.	70 (at 6,500 r.p.m.)	Turns, lock to lock	2.75 (8.23m)
Carburettors	Twin S.U.		1.87
Fuel pump	S.U. electric	MAKER'S DIMENSIONS	
Tank capacity	6.5 gallons (29.6 litres)	Wheelbase	7ft 2in (218.4cm)
Cooling system	Pump circulation	Track	F: 3ft 10.5in (118.1cm); R: 3ft 9.5in (115.6cm)
Battery	12 volt, 18 ampere-hour	Overall length	11ft (335.3cm)
		Overall width	4ft 4in (132.1cm)
		Overall height	4ft 11.5in (150.2cm)
		Ground clearance	4.5in (11.4cm)
		Weight (with oil and water but no fuel)	798lb—7.56-wt (361.9kg)
TRANSMISSION		PERFORMANCE DATA	
Bore and Backs	single plate, 7 1/2 in. dia.	Top gear m.p.h. at 1,000 r.p.m.	16.5 (with 4.01 to 1 top gear ratio)
Four speeds	no synchronesh; R.H. Lever	Brake surface area swept by linings	151 sq in
In unit with gear box	six optional ratios from 3.21 to 4.66 to 1	Weight distribution:	F: 54 per cent R: 46 per cent
CHASSIS			
Lockheed, hydraulic			
8 x 1.5in			
Unequal length wishbones and Armstrong coil spring-dampers			
Armstrong telescopic dampers			



GOODWOOD TEST DAY

WITH the ready co-operation of British manufacturers, the Guild of Motoring Writers organizes each showtime a test day at the Goodwood race track. It is, of course, a private occasion, and intended especially for visiting foreign journalists who have only infrequent opportunities to try British cars. Home members of the Guild can also drive cars of their choice on this occasion. Some 95 British models were assembled at Goodwood in perfect weather for the Twelfth show test day.

Below are very brief comments and impressions on several cars which have not yet been submitted by the manufacturers for full road test by *The Autocar*. This is not in any way a comprehensive list of cars tried out by our staff drivers.

Austin A.35 with Hobbs Mecha-Matic transmission

This development car has two pedals and a gear selector lever, with a straight fore-and-aft quadrant in the conventional mid-floor position. If the lever is set in position 4, clutch and change of speed is automatic throughout the range; if in 3 or 2 it is automatic only up to that gear. If the selector lever is moved from 4 to 3 or 2 while the car is in motion the lower ratio is engaged automatically, but a safeguard is provided to prevent over-speeding on the down change.

Take-up from a standstill is extremely smooth. Acceleration is brisk, there being no more loss of power than with a conventional three-pedal and gear lever layout. Changes of ratio up and down which occur at set road speeds irrespective of throttle position or in response to a kick-down switch giving maximum speeds permissible in the ratios, are very smooth.

Bentley Continental Park Ward Drophead Coupé

A remarkable car in every respect, and an immense improvement over its predecessors. The power steering is, of course, extremely light, but provides all the feel that the driver could wish for. The new small steering wheel is comfortable; the V-8 engine is very smooth and silent and the performance outstanding. Since any gear can be selected and held at will (within the safety limits) the driver has all the advantages of automatic transmission and of manual shift.

The new brakes are progressive and very powerful. The ride control is effective in giving additional suspension stiffness for fast cornering. The front passengers ride comfortably draught-free with the hood down. We had no more than started on top gear acceleration at 90 m.p.h.

Berkeley B95 Sports

An amusing little two-seater sports-cum-competition car. At low engine speeds there is considerable vibration from the two-cylinder engine (with motorcycle gear change) but there is no lack of performance, and the steering is very precise. The car is directionally stable up to its 80 m.p.h.-plus maximum speed. The little cockpit is quite comfortable and roomy.

Fairthorpe Zeta

This is a car in which one might obtain a grounding in club racing. The Mays Ford Zephyr engine with six carburetors

is responsive and powerful. The steering is precise, and the car can be cornered very fast without causing alarm. This experimental model was roughly finished, and it is intended that the controls, gear lever, steering column and so on should be positioned to suit the individual owner. We changed from third to top at 95 m.p.h.

Jaguar 3.8 Mark II Saloon

Here is another car in which relatively minor changes have brought immense improvements—a most refined saloon with outstanding performance. The interior, which comfortably holds four and will seat five, is quiet and tastefully trimmed. The modified suspension, larger windows and redesigned instrument layout all play an important part in the attraction of this model.

A wider rear track and the higher roll centre provided for the front suspension have noticeably improved the road-holding. Earlier models suffered from a chopping action from corner to corner of the car when motored fast. This has now disappeared and the steering is more precise, although a shade on the heavy side in high-speed cornering.

Lotus Elite Coupé

This car was particularly well finished inside and out. The refinement of its performance was a most pleasant surprise. Its compact, shapely interior is quiet and the ride gentle yet, for a car of its size, the performance is outstanding. The steering is beautifully light and precise, and scarcely a tremor is transmitted to the steering wheel. We cut at 104 m.p.h. for Woodcote.

Morris Oxford Series 5 Alexander Converted

An interesting transformation of the standard car. The normal tractability is retained, yet with throttle wide open the engine produces a sporting roar and an unexpected burst of acceleration. To match the increased performance are "power brakes," servo-assisted and much lighter and more powerful in feel than those on the standard model.

Peerless G.T. 2-Litre

This model was tried with four adults aboard, the two in the back being some-

what cramped. It was explained that the car was scarcely run in, and still down on performance. With this full load the acceleration and top speed were quite impressive for an engine of only two litres capacity. The gear ratios were not very suitable for fast driving at Goodwood, overdrive third being most frequently used. There was a fair amount of engine noise, and considerable vibration of the bonnet. Steering is positive, and both directional and correctional control are good. The swing of the tail when cornering is disconcerting at first, but the car's behaviour seems to be tractable and safe. We saw a speedometer 90 m.p.h. on the Lavant Straight.

Turner Climax

A most attractive little two-seater, well finished both inside and out. A true sports car which, even so, has quite sufficient room and comfort for domestic use. The performance is very good indeed, and the handling gives the driver immediate confidence. The altered B.M.C. A-series gearbox behind the Coventry Climax engine does surprisingly well, though the synchromesh is scarcely adequate. A most desirable small sports car, of which the bulk of production goes to America; 90 m.p.h. and still accelerating well on the straight.

T.V.R. Grantura

Among the more rare examples tried was a T.V.R. Grantura. This is in the specialist class, built by two Blackpool engineers, and the particular model was an early prototype powered by a 1,172 c.c. supercharged Ford 102E engine with three-speed gear box. It was very lively, and rather handicapped by only having three speeds; undoubtedly it would be much nicer with the alternative 1,100 c.c. Coventry Climax engine and four-speed gear box. Suspension was rather harsh, but the road-holding was very good, and the steering precise. There was a considerable amount of road and engine noise, which further development work should overcome. It would also be better to provide longer travel on the brake pedal to reduce the somewhat heavy operating load. It is a two-seater grand tourer, the seats are rigid and comfortable, and with a little more refinement it could be a very pleasant car.

Books Received

World Championship, by Gregor Grant. Published by *Autosport*, 159, Praed Street, London, W.2. Price 21s.

So far the Drivers Championship of the World has been competed for only eight times; only four men have won it. It was not until 1950 that the first Championship recognized by the F.I.A. was instigated; Gregor Grant, editor of *Autosport*, traces the history of the championship from its initiation. Only someone with an intimate knowledge of the background and people of Grand Prix racing could have written such a readable and authentic history. He has managed to portray much of the character and temperaments of the World Champions, and has included many anecdotes which gives a good insight into the strains and stresses of a Grand Prix team. The book has all the facts and figures necessary to make it a useful reference, without the text becoming tryingly over-

burdened with them. The cars which the champions drove are not forgotten, and besides many other references, a whole chapter is devoted to this less well-remembered aspect of the Championship. The book is well illustrated, and includes some excellent portrait shots.

In all books, and especially those connected with motor racing, there are points that one feels inclined to query; is it, for example, a completely established fact that Brook's B.R.M. crashed as result of a sticking throttle in the 1956 British Grand Prix. One or two little typographical errors have crept in; none of us would have missed the chance of seeing Castellotti lapping Spa at 196.949 m.p.h.

There is a preface by Mike Hawthorn in which his description of his last race, the Casablanca Grand Prix, is even better than the one in his own book.

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This week try a tankful of Super National Benzole. At the end of the week, ask yourself if Super National Benzole—top grade petrol plus Aromatics—is not the most go-ahead fuel you have ever bought.



987

People going places →
GO SUPER NATIONAL BENZOLE

THE HIGH OCTANE/HIGH AROMATIC MIXTURE



BEAUTIFULLY PRESERVED ancient building, Abbot's Fireside, is to be seen in the picturesque village of Elham, near Folkestone

Correspondence

His Car was Stolen

Blameless, but Expensive. Six months ago my car was stolen and my insurance company settled. Then, naturally, through no fault of my own, I lost my three years' no-claim bonus, as well as having the inconvenience of no personal transport, additional expenses, taxi fares, and so on.

Eventually, of course, the inevitable happened—my car turned up! I offered to re-purchase it, but could not sell the one I had bought as replacement without incurring another considerable financial loss, as I had received only market value for my original car. This first loss was £150, plus £100 loss on the replacement if I sold it; all because, through no fault of mine, my car was stolen.

Croydon, Surrey.

E. J. TURTLE.

Parking Restrictions

"No Privileges." In attempting to keep the roads clear for moving traffic, we should keep the object in sight and not create a privileged section of road users who are above the law. The following experiences of mine may be of interest to other readers.

A few weeks ago I had occasion to call at an art shop in Egham High Street. Without noticing that I was beyond the limit of a restricted waiting sign, I pulled up behind a line of parked cars and was away from my vehicle for five minutes. However, during this time it was never out of my sight, and no obstruction was caused. When I returned I was kept waiting while a constable took particulars from the vehicle ahead of me, which was also just out of the limit, and I had to point out that if the object of the exercise was to keep this section of road clear it was not being achieved by keeping me waiting there. The upshot of all this was a fine of £2, and during the time that I, the police and others were having to waste our efforts preparing a case on this trivial matter, a gang broke into a number of

jewellers' shops in the West End and stole a quarter of a million pounds' worth of jewellery! Not that the two were connected.

Now to the other side of the question. I have noticed many cases where there is abuse of the loading concession by commercial vehicles either being parked regularly in certain places where similar "No Waiting" regulations apply, or in causing unnecessary obstruction by unloading from the main road to premises which have a back or side entrance, from which unloading could take place without inconveniencing anyone. The police seem to take no interest in this sort of obstruction.

It seems to me that if there is to be an unloading concession, it must apply to all and not to a privileged section. The police must be directed not to waste time with trivial matters, but to concentrate on the real obstructions. Or is it just that the private motorist is regarded as "fair game"?

Egham, Surrey.

EDWIN SHIPLEY (G/Cpt).

Anglia Demonstration

Satisfied, He Placed Order. With reference to Mr. Roberts' letter (23 October), my experience in regard to the new Ford Anglia is entirely opposite. I went along to a main Ford dealer in a town a few miles from my home on the first Saturday after the model was announced. I told the salesman that I would like a demonstration and this was accordingly arranged for the following week. The salesman drove me to the outskirts of the town and, without my asking, handed over the controls to me.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

I had a long drive on country lanes, unrestricted main roads, 40 m.p.h. or 30 m.p.h. restricted main roads, and town streets. I was most impressed by this generous demonstration, and placed an order immediately. My previous experience with dealers selling other makes had been exactly the same as Mr. Roberts. Tonbridge, Kent. (Mrs.) K. H. MEANWELL

Tyre Life

Bald after 6,000 miles. Mr. G. W. Fenner (16 October) appears to doubt the speedometer reading on the Ford Consul he has hired because the tyres had been replaced at 10,000 miles. We operate these cars on self-drive hire, and in one instance when a particular Consul had covered just over 6,000 miles, from brand new, all four tyres were worn completely bald; this was caused purely by hard driving and not by any misalignment, so it is quite possible that the speedometer on his car shows the true mileage. Incidentally, if a replacement speedometer has been fitted it will record only subsequent mileage, and this may be the answer.

Southampton.

W. EARLEY.

Aqua Pura

When Refrigerator is De-frosted. With reference to the final paragraph of "Disconnected Jottings" (16 October), I would confirm that water from the de-frosting tray of a refrigerator seems an excellent medium for topping-up batteries, and in addition is useful for filling up radiators.

Walton-on-Thames, Surrey. W. A. E. FEATHERSTONE.

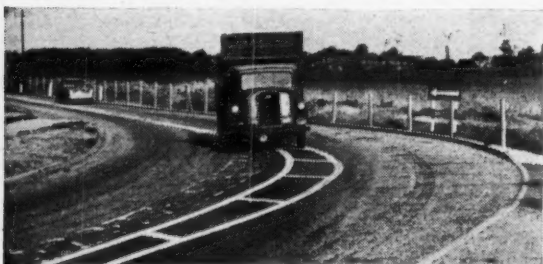
Collan or Collard Oil

Variations in Name? Your correspondent, Mr. W. B. McNeill, of Belfast (16 October), may be interested to know that in Rouse's "Dictionary of Synonyms" published in 1898, Collard Oil is given as an alternative name for Rape or Colza oil.

Bridport, Dorset. K. C. FUDGE.

Sports Car Insurance

The Broker's Case. It is not entirely true that the words "Sports Car" spell anathema to every insurance company (16 October). Supposing that it is the opinion of one insurance company that a driver of 58 years of age is too old for an MGA Twin Cam, that would certainly not be the universal ruling of underwriters. Many criticisms are aimed at insurers regarding their rating system depending upon areas and uses of the vehicles. Added to this, special terms are applied as far as possible from statistics from similar risks underwritten in the past. It is not an ideal system, but no better alternative has been suggested up to date. Certain basic points are overlooked in the criticisms. If a motorist drives for 40 years and pays £25 per annum for insurance, he may run free of accidents until the last year, when a claim of £10,000 would cost ten times the total premiums he has paid throughout his life. This simple situation is a complete answer to those who expect special terms for an accident-free record, and claims confirm that drivers advancing in age can



FOLLOWING an article on the double white line system (The Autocar, 16 October), and recent correspondence, a reader has sent us this photograph of an odd application of the markings on A331, near Slough. The sharpness of the corner as marked out calls for a good steering lock, but no doubt the bend itself is an accident black-spot

suddenly have a claim of this description. Neither do we of the insurance world like to have to tell a client of many years' standing that he should give up driving or subject him to special terms on account of his increasing age.

This is a time when one may admit that the inadequate rates charged for insurance in this country have persisted because insurers have feared a political "take over." This is no longer likely in the immediate future, but no government would want a £10 million loss on premiums of £236 million, which is the record of all insurance companies (excluding Lloyd's) for 1957.

The reason that some Companies forbid continental travel is that this is an extra risk, which, in the past, has been taken without an extra premium, because its origin was in the days when probably not more than 100 cars a year went abroad at all. When clients go to Europe they need a Green Card, and this service costs money, although it is largely given free. Recovery on claims which occur in foreign countries is difficult, because clients do not want to attend courts in those countries some time after, and those not having a good knowledge of the language are unable to justify their case in a foreign court anyway.

Why anyone should imagine that a government insurance company would be more reasonable when dealing with bad risks is beyond comprehension; surely dangerous drivers are to be discouraged from the national point of view? An underwriter's cry that people do not buy fast cars to go slowly seems unanswerable.

London, E.C.2.

"OLD ESTABLISHED BROKERS."

When Steering Fails

Moss Got Away With It. Your correspondent, F. Burbridge (23 October), visualizes a truly catastrophic situation—the total failure of steering at high speed. I suggest that the best advice would be to close one's eyes and hope for the best!

But there is at least one expert qualified to express an opinion. Stirling Moss found himself in this unenviable position some time ago, whilst driving the Eldorado Maserati at Monza. I feel that he might well say that his escape on that occasion was due more to good luck than to his superb skill, for surely, under these circumstances, the vehicle is totally out of control regardless of who is sitting behind the (useless) wheel?

West Bromwich, Staffordshire.

DAVID F. HANDLEY.

Petrol Fumes

Vented Into Luggage Compartment? Your correspondent H. A. Smith (23 October) raises an interesting point about petrol fumes in an Austin. When I took delivery of an early type A.105 during the Suez crisis, petrol was leaking from both carburettors, fuel pump and tank! The latter took a bit of finding, but was eventually located at a tap, beneath the tank, controlling the feed to the pump. I noticed that another short pipe was fitted besides this one, presumably to drain the tank if required. There was also a pipe running from the top of the tank out to terminate underneath one rear wing, to provide an air bleed.

When I took delivery of a 1957 A.95 automatic, I soon took a look at the tank because of the fumes, fearing a leak, and to my astonishment none of the three pipes I have mentioned was fitted. The bottom two could be dispensed with, but I was puzzled about the air replacement, and on inquiring from Austins, Longbridge, I was told that an air vent was now provided in the filler cap (though this looked just the same as its predecessor).

Surely, then, the trouble is that provision has been made to allow fumes to be vented in the luggage compartment, whence they can readily make their way into the passenger space? The carriage of food in the luggage locker results in a tainted taste. The cure would probably be to fit a few feet of tubing from the top of the tank, leading outside the body, as in my early 105.

I now have another A.105 (Vanden Plas) also with fumes. However, after correcting leaks and tuning the engine properly, it should be recorded that one can attain 30 m.p.g. without difficulty. The fuel consumption of the automatic car was much heavier.

Olham, Lancashire.

J. W. WALLER.

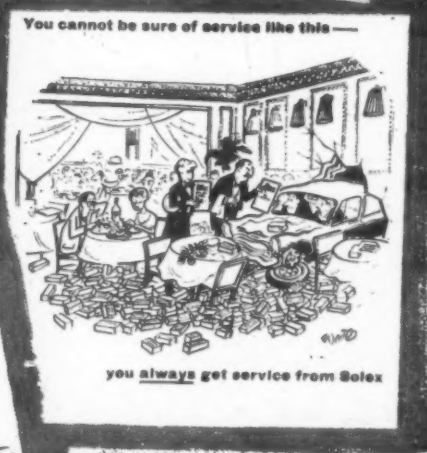
Message From Mr. Marples

Start in Berkeley Square? As a professional driver in London, I was suitably impressed by Mr. Marples' statement to *The Autocar* (23 October). If he is really determined in this matter he could make an excellent start by cleaning up the mess outside his own "front door," i.e. Berkeley Square, and particularly the forecourt of the Ministry of Transport building, where, every day, terrific congestion is caused by two- or three-abreast parking. I would recommend him to make a timed circuit of the Square, any week-day between 2.30 and 3.30 p.m., and give himself a real eye-opener as to what he is up against!

Taplow, Buckinghamshire.

E. W. KEMP.

You will remember...



AND NOW...

a new series is about to start.

Season of Mists—

(Shelley? No, Keats)

and leaves all over the place...

They start skids.

More trees ahead, right on the bend.

Brake well beforehand.

Take it *smoothly*

See how steady she is even on this?

It's these tyres that do it.

You too, will

feel safer—

be safer—on



Firestone

Town & Country

Firestone Town & Country on the rear wheels and Firestone De Luxe on the front is the ideal tyre arrangement for better, safer driving. Long wear; quiet running; improved handling; maximum grip for all-season safety — these are the Firestone features that add confidence under all road conditions.



BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to **BE SAFE ON THE ROAD.**

Firestone TYRES — consistently good

A Reasonable Plot

GUY FAWKES RALLY

WITH a weather forecast threatening "fog to be followed by drizzle," warm sunshine on the autumn-gold beeches in the Cotswolds last Sunday was a pleasant surprise. At this time of the year, the Falcon Motor Club celebrates the treasurable activities of the historical plotter by running a night-and-day trial in Gloucestershire. Many of the hills have names that were made famous in a bygone era, Nailsworth Ladder, Axe, Fort and Ferriscourt—and in the mists of the early morning one could almost expect a Cream Cracker M.G. rather than a Dellow to come round the corner.

An effort is made to run this event in a suitable vein for all-comers, and there are different categories for specials, sports cars and saloons. So that all classes have an equal chance to win the main award, different starting places are designated on certain hills, so that on one extreme the saloons can get a full run at the hill, but the specials have to start well up in the section.

Following MCC traditional practice, five widely separated starting points were used, and the competitors converged on a focal control on A40 between Northleach and Cheltenham at 4 a.m. The first section was a straightforward restart on a grassy track; at the green light the engine had to be started and the car driven forward so that the back wheels crossed the line in so many seconds to avoid penalization. Many people made obvious mistakes here, such as not having the back wheels near enough to the line, and being out of gear. Norris could not get his Morris engine to start at all, and Cottle had his passenger in the front seat of his Ford and could hardly get enough traction, but Hilliard in his Ford showed everyone how it should be done.

Woodmill Lane was firm and easy, though Horsnell (Sprite) flooded his engine in the little water splash at the bottom of the hill, luckily before the section began. Overlooking the lights of Cheltenham, Greenway I and II were fairly easy if one avoided the large bump in the middle of the road just after the start of the first section, and could get

traction on the gentle layer of leaf mould at the start of the second. Both Cooper (1500 Riley) and Minter (Morris Minor) needed help off the line.

At Througham, the last section before breakfast, a yokel standing at the top of the lane was heard to say they would never get out the other side—this was luckily proved untrue, and the first part of the entry had no difficulty with the wet, sunken lane running up the side of the hill. First failure was Carrington's M.G. TA, who did so in such a big way that he polished the surface; consequently several more failures followed, though many could be attributed to ignorance as to how flat it is possible to run tyres.

After a welcome breakfast at Cirencester, the cars moved on to Ferriscourt, which is an easy hill nowadays, and was used as a special test—a timed climb. Too many people used too much power coming out of the hairpin and lost a lot of time with wheel spin; the handling characteristics on some of the specials were horrid to behold.

In a rather bad-tempered state, Nailsworth Ladder stopped most of the entry. Saloon cars probably had an advantage here since, starting from the bottom, they were climbing quite fast by the "step." Volkswagens demonstrated their superiority; all made clean climbs—one of them carrying the complete family, plus the dog. Barker with the Vanguard made the bravest attempt but just could not make it, having lost his momentum on the "step." Bracey with his Ford Prefect made a copybook climb. Of the sports cars, Jones with the Morgan Plus-4 used

all his available power to blast himself to the top. Specials were unlucky here, since they had to start just below the step, on very loose surface, and most had insufficient power or traction.

Fort I and II were deep in leaf-mould and caused delays; it was interesting that the same people were successful here as at Nailsworth, and Wonnacott made a stylish climb with the L.R.G. on the first section. King had difficulty getting his Sunbeam Rapier to the start on Fort II but, once there, managed to get halfway up. Axe proved to be in a peaceful mood, and only the occasional car had any difficulty—though the step at the top does not grow any less steep with time.

Finally, the Falcon Club introduced two new hills; the first was Scrubbetts Lane which, had it been a little wetter, would have been a "stopper," but in the dry only halted one or two of the saloons. The other was Boxwell Road, a fairly flat but muddy lane; a second timed section was laid out here.

Even the last competitors managed to get to Cirencester in time for a late lunch; the results were ready soon after, leaving the entry two hours of sunshine to appreciate the colours on the dying leaves on their way home.

RESULTS

President's Cup and best performance: Primrose (D. Fleming), 0 penalties. Bonner's Bowl: Mrs. Fleming; Falcon Cup, Category 1: Sprite (P. Scott), 5; Gairol Cup, Category 2: Lawford (M. Lawrence), 0; Peregrine Cup, Category 3: Volkswagen (J. Davis), 0; Guide Vase: Morris (H. Norris), 1; First class: Wombat (M. Barker); LRG (W. Wonnacott); Wolseley Hornet (E. Moore); Renault (A. Bick); Volkswagen (E. Walsh); second class: Lotus VI (A. Hay); Austin A35 (J. Noad); Renault (G. Bayley); Morgan Plus 4 (B. Jones); Dellow (R. Warren).

M.G. Car Club Dinner

AFTER George Eyston had presented trophies at the M.G. Car Club's annual dinner and dance (Hyde Park Hotel, 30 October) a delicate question of etiquette arose. Would George look funny with a bouquet? It was solved by presenting him with a magnum of champagne instead. John Thornley presided at the dinner, in his usual sparkling form, and the main trophy, the Nuffield Gold Cup, for the club centre show-

ing the most enterprise during the year, went to Devon and Cornwall. Russell Lowry, club secretary, said that with only 150 members they had had 350 entries for their events, and 800 people at their social gatherings.

A new annual trophy, the California Cup, donated by the Long Beach branch of the club, went to the Scottish centre, and the B.M.C. Trophy was won by the North-West centre.

BRIGHTON RUN FINISHERS (Report on pages 572-3)

1996 Arnold (R. Colver); Benz (L. Goldsmith); Léon Bollée (J. Twyford, M. Stevens); Lutzmann (E. Berry, P. Fotheringham-Parker).

1997 Benz (S. Kentish); Daimler (D. Flather); Delahaye (J. Djaniguan-Gaillard); Léon Bollée (S. C. H. Davis).

1998 Benz (G. Noyce, R. Rockcliffe and D. Johnson); Decauville (H. Leach); De Dion Bouton (A. Crewe); Malvernina (J. Briscoe); Stephens (R. Stephens).

1999 Beeston Tricycle (J. Lumsden); Beeston Quadricycle (D. Inchley); Benz (H. Wood, J. Budgett, N. Reeves); Daimler (P. Bradshaw, N. Mann); Hurlu (R. Hayes); International Benz (A. Mackay, W. Steadman); Locomobile Steamer (W. Weiant); Panhard-Levassor (E. Jarvis); Star (P. Allen, G. and C. Haywood, D. Gilbert).

1999 Benz (N. Cole, E. Goodman, Lt. Col. Manning); Clement-Panhard (R. Pulman); Daimler (A. James, A. Simons); De Dior Bouton (J. Burchell, G. Corner, E. Smith, C. Turner); English Mechanic (L. Holland); Georges Richard (A. Pottier); M.M.C. (E. Hare); Napier (Mrs. D. Grossmark); New Orleans (H. Timothy, R. Thomas, R. Leigh-Hunt, G. Slicko); Peugeot (H. Parkinson); Peubus-Aster (E. H. Harrison); Pieper (J. Wilson); Progress (A. Grundy).

1991 Benz (R. Andrews); Clement-Panhard (Major G. France); Darracq (J. Letort); Decauville (J. Butterworth); De Dion Bouton (R. Hughes, C. Bartlett, H. Gresham, J. Guest, R. Long, R. Porter, P. Wellingham); Durkopp (M. Reeves); Godiva (J. Mills); Morris (S. Sears); Panhard-Levassor (C. Shillan); Progress (M. Davenport); Renault (J. Kemsley, K. Savill); Royal Enfield Quadricycle (P. Bagcock, G. Goodall, H. Nicholson, R. Warne); Sunbeam-Mabley (G. Schuler).

1992 Ader (R. Schimp); Argyll (R. Erskine-Gray); Arrol-Johnson (J. Edkins); Beaufort (E. Shaw); Benz (R. Sloan); Century Tandem (L. Hunt); Daimler (A. Maundrell); De Dion Bouton (Captain J. Alcock, Sir G. Tuttle, K. Firman, C. Ward, B. Brittain); Dennis (J. Dennis); James and Browne (N. Moore); Mercedes (C. Eastmead); Panhard-Levassor (E. Pratt-Schoorman); Peugeot (O. Clayburn, H. Fairhurst, Miss Oakden, W. Stuard); Renault (R. Collinson); Wolseley (J. Gardiner, J. Howes, P. Pointer).

1993 Achilles (D. Fitzpatrick); Argyll (W. Cook); Clement-Talbot (E. Sears); Darracq (B. Thorpe); De Dietrich (L. Jackson); De Dion Bouton (J. Lambert, A. Dunning, R. Forster, E. Norman, P. Hodges, R. North, J. Hudson, J. Templeton, R. Vither, P. Turvey, R. Ville); Georges Richard (G. Jeffreys); Gladiator (G. Allday, H. Poulter); Humber (E. Sharnam, P. Tacon); Humberette (J. Abner, E. White, W. Wild); Lanchester (P. Hutton-Scott); L'Elegante (A. Butterworth); M.M.C. (H. Baggis); Napoleon (M. Clarke); Oldsmobile (J. Allen, Mrs. E. Bernard, E. Gibson,

S. Gibson, R. Henry, C. Smith, S. Vernon-Balls); Panhard-Levassor (J. Bolster, J. Hampton, L. Higham, C. Oakden, A. Prince, R. Taverner, Sir Alec Coryton); Peugeot (C. Hampton); Phoenix Trim (Dr. A. Robinson); Regal (W. Waring); Renault (Mrs. Fotheringham-Parker, P. Watters-Westbrook); Rex Tricar (R. Shaw); Siddley (L. H. H. Browell); Sunbeam (H. Simons); White Steamer (D. Blackford); Wolseley (D. Heyworth).

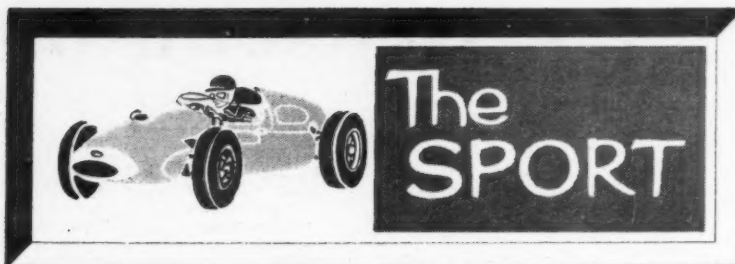
1994 Alldays and Onions (G. Allday, F. Jennings); Brushmobile (W. Roddy); Cadillac (H. Bowen); Century (P. Crittall); Darracq (R. Gregory, F. Coles); De Dion Bouton (H. Bridcutt, H. Clarke, Miss M. Cole, G. McGregor Craig, G. Gee, E. Jarvis, F. Knight, N. London, F. Moore, S. Bowen); Gardner-Serpollet Steamer (G. Milligen); Garrard Tricar (A. Bateson); Humber (E. Chambers, D. Warwick); Humberette (P. Harrison, F. Snoxall, G. Auty); James and Browne (H. Lucas); Lanchester (A. Bird, H. Warner and B. Goulding); Mercedes (J. Sears); Minerva (A. Scott); Moss (H. Pierpoint); Norfolk (T. Boothman); Oldsmobile (G. Mawer, F. Smith); Panhard-Levassor (R. Bennett, A. Fairclough); Peugeot (Mr. and Mrs. F. Davis, R. Berry, T. Parkinson); Phoenix Tricar (A. Bailey); Renault (P. Waring, H. Welham); Rex (J. Line); Riley (L. Williamson, W. Winder); Rolls-Royce (G. Lambton); Siddley (A. Gellie-Cobb, H. Hunter, Dr. E. Watlow-Davies); Speedwell (P. Tulley); Star (P. Newens); Sunbeam (P. Harper); Swift (G. Solomon); Talbot (A. Reeves, H. Rose); Tony Huber (E. Wilde); Turner-Messe Steamer (A. Hodson); Vauxhall (P. Aldner); Wilson-Fitcher (Sir Arnold Hall); Wolseley (P. Newington, E. Pilmore-Bedford, G. Anderton, S. Cantor, J. Wighton).

Le Mans Regulations

Alpine Rally Changes

Aston Martin Withdrawal

Television Trophy Trial



SLOWLY AND SURELY—and not nearly quickly enough—the Le Mans 24-hour race is reverting to the original conceptions of its creators . . . a race, that is, in which the manufacturers of roadable sports cars can demonstrate to the world the performance and reliability of their products. The proposals for the 1960 race indicate a definite inclination on the part of the organizers that the race should resume this role—though, curiously, there are one or two changes that seem to conflict with this newly acquired outlook on the part of the Automobile Club de l'Ouest. Full regulations are not yet available.

Most important decision of all is in the choice of cars that may compete. Next year there will be no top limit on the engine capacity of Sports or G.T. cars; there will be a minimum limit of 1,000 c.c. on the G.T. entries—which will help to overcome the speed differential problem. The minimum limit for sports cars will be 700 c.c., and, of course, only the cars running in the up-to-3-litre Appendix C sports car category will be in a position to qualify for points in the Sports Car Championship.

The organizers feel that the new ruling will serve the dual purpose of allowing manufacturers to prove their genuine prototype models, before putting them into production, and at the same time of allowing models already in production to confirm their capabilities. What is important is that the race will be opened to a whole lot of marques that one does not normally see at Le Mans—particularly the Americans; and, of course, the new G.T. Aston Martin will be eligible. It seems likely that the organizers may have to increase the number of cars allowed to start, in order to cope with the much greater number of applications for entry in the race.

The new rules also stipulate that, for

cars with an engine capacity of over three litres, fuel tank capacity shall be limited to 140 litres (approximately 30 gallons)—by this means they hope to avoid having a lot of high-speed "tankers" racing round the circuit! What is odd is that there seems to be no mention whatever of a minimum number of laps to be completed before a car may come in to refuel. This particular omission—which one assumes is intentional—seems to be out of keeping with the definite "production car" tendency of the race. After all, fuel consumption is of considerable importance to prospective buyers.

However, this point is covered by another section of the rules—dealing with the Performance and "Energetique" indices. In 1960 as in 1959, the cars will compete in three contests—the overall distance covered, the Index of Performance (that is to say, the distance covered in relation to the engine capacity), and the "Energetic" Index (Index of Power Output, which relates fuel consumption, the weight of the car, and the distance covered). It is proposed, however, that the Index of Performance shall be dropped in 1961 (one mustn't think nasty, uncharitable thoughts—but this contest *has* ceased, recently, to be of any great interest to the French), and that, in 1960, the prize money available shall be considerably reduced (it will be remembered that to win the Performance Index was worth as much financially as to win on distance covered).

On the other hand, the prize money for the Energetic Index has been upped from 5,000,000 to 7,000,000 Fr. This transfer of importance to the Index that takes fuel consumption into consideration may account for the absence of a minimum-number-of-laps-before-refuelling clause.

The formulae relating to both Indexes

have been changed. For the Index of Performance it is now:

$$D (\text{distance imposed}) = \frac{C + 150}{C - 125}$$

where C is the engine capacity in c.c. For the "Energetic" Index it is now:

$$Em = \frac{P - 300}{100} + \frac{V}{25} + \frac{(V - 95)^2}{600} + \frac{(V - 140)^2}{21,000}$$

In this formula, as compared with the 1959 version, the greatly increased importance attaching to P, the weight of the car in kilogrammes, is significant. V is the average speed put up by the car during the 24 hours. Having calculated the value of Em from the above formula, the car's Index figure is found by dividing Em by Er, the fuel consumption in litres per 100km.

Next year drivers will be allowed to drive for 52 laps (700km-odd) at a stretch—an advance on 1959. The idea is that they will be able to have at least three hours of real rest during their "watch below." And, in order to avoid any ill feelings among team members about who is the No. 1 driver, and who shall wear the No. 1 brassard, there has been a change in this department. The driver who takes first shift will wear a green armband, and his relief a red one. At the medical inspection, every driver must give his blood group and Rhesus number; and photographs of every driver must be supplied to the pit commissionaires in order to help them control things.

Finally, in order to speed up the *plombeurs'* job, with their bits of wire, and lead seals, the little eyes through which the wire has to pass must have a minimum diameter of 5mm. However, why there should be any question of sealing tanks when there is no minimum-of-laps-before-refuelling clause, I don't know.



Celebrating Aston Martin successes (see next page): Jack Fairman, Roy Salvadori, Tommy Wisdom, Reg Parnell, John Wyer, David Brown, Eric Thompson, Stirling Moss, Paul Frere, Earl Howe and Pat Griffith. All have driven Aston Martin cars in competition

End of
motorway
1/2 mile

You've
all the
time
in the
world

-HAVEN'T YOU?

Plenty of time to think about braking...

But is there? You're on the motorway; clocking 70.
At that speed, half a mile is less than 30 seconds...

**motorway speeds
make new demands**

Listen to Stirling Moss on this: "At consistently high speeds, it is fatally easy to be lulled by the rhythms of uninterrupted fast motoring. Brake hard—and you'll be surprised how long it takes to get your speed down".

FERODO
Anti-Fade Brake Linings
Disc Brake Pads

**your brakes must be
better than ever before**

If you want to stop, or even halve your speed from 70 m.p.h., you'll punish your brakes twice as hard as you would braking from 50.

At 70 m.p.h. the danger of 'brake fade' must be seriously considered by every motorist—it can apply to your car and you. Unequal or inadequate braking is not merely an inconvenience; it is a direct personal threat.

Ferodo First
for motorway braking

Relining with Ferodo—the linings that give consistent, effective and progressive braking with no risk of fade—is your Safe Conduct to the motorways!

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A MEMBER OF THE TURNER & NEWALL ORGANISATION



Major benefit to Mini-Minors

DUCKHAM'S NOL engine oil

*Officially recommended for cars of
the Nuffield Organization*



The extra film strength of Duckham's NOL gives added protection against engine wear at all speeds and temperatures—particularly in small, fast revving engines of high compression and performance—such as the new Mini-Minor. When ordering your new

Morris—specify NOL Lubrication. Then, like Morris Motors, you will be putting Quality First—to last!

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The Sport

A SMALL and very select gathering of Aston Martin drivers (past and present), and top personnel from the A.M. racing department and the companies that supply them, gathered last week at Helene Cordet's, 6, Hamilton Place, London, to celebrate Britain's First Sports Car World Championship.

David Brown, in proposing The Drivers, had some amusing and very complimentary things to say about each of them. He particularly praised Stirling Moss for his attitude at the Goodwood T.T., after the "bonfire." As Stirling jumped into the No. 2 car, having seen his own going up in flames, his only remark was "Just tell me how far I am behind." Stirling, in his reply, made it quite clear how much he had enjoyed racing with Aston Martins and working with their management and the other drivers. He said it was the friendliest team he had ever known—and the only one in which, when one car dropped out of a race, the drivers immediately set about doing all they could to get another team car into the lead.

LATER IN THE evening came David Brown's announcement that his cars are to withdraw from sports car racing at the end of this season. In making his announcement, he voiced some opinions which are held throughout the world of racing, and particularly sports car racing... opinions which, unless the *Fédération Internationale de l'Automobile* takes immediate heed, could well result in the complete emasculatation of the sport.

He asked "the big question, 'What is the purpose of sports car racing?', and it seems to me that it has departed very much from the original intention, when this class of racing first started. I would like to see sports car racing where the cars are very closely allied to what the public can buy. For G.P. racing, on the other hand, the problem should be one of producing within the prescribed formula the fastest machine that is possible, regardless of other considerations. Both forms of racing serve a useful purpose, but they should be complementary to one another, not merely variations on a theme."

Well, those are the words of one of the foremost constructors of racing-sports cars—a man who, despite winning the Championship, has found the rules to be so out of keeping with the cars he builds, and so unrealistic, that he has decided to withdraw.

RUMOURS at the Turin Show suggested that Taruffi is to join Ferrari as racing manager; Tavoni will still be in charge of racing administration, but Taruffi will attend to the preparation of cars. It is an interesting conjecture—but Taruffi refuses to confirm it.

IN RESPONSE TO fairly widespread criticism following this year's Coupe des Alpes (or Alpine Rally), the organizers have made one or two important changes concerning the establishment of classes, and the award of Coupes des Alpes, in next year's event (24 to 30 June). Basically, the event will take the same form as in previous years—except that there will be three stages instead of this year's four. They will be Marseilles to Cortina d'Am-

pezzo (1,249km), Cortina to Chamonix (1,301km), and Chamonix to Cannes (1,216km). Total distance of the event will be 3,766km (2,340 miles).

The entry will be divided into two categories—Touring, and Grand Touring and Sports. For purposes of set average speeds there will be no further sub-division; there will be only two set averages—one for each category—on both the road section and the classification tests. These tests will be held on Mont Ventoux, Monza circuit, the Stelvio, Vivione, Chamrousse, and the long section from Uvernet to the Allos, which is divided into three parts, one being over the Cayolle, from foot to foot; the speed set for these tests is alleged to be pretty well unattainable. At the end of each stage (at Cortina and Chamonix) a general classification by category, and a classification by capacity classes will be announced—with cash awards.

The most significant change lies in the system of awarding Coupes des Alpes, which is entirely new. In the first place, road penalties will inevitably lose one a Coupe—as has always been the case. Then comes a further source of penalties, based on one's times in the classification tests. In the class results, anyone exceeding the class winner's score by more than 5 per cent will be penalized. Needless to say, in both the general and class results, cars will be classified on a total of points scored in all the tests, taken collectively; and, unlike this year, when the class winner was the man scoring the greatest number of points, the lower your class placing the greater your score.

Finally, in order to prevent someone from escaping penalization by being the only car left in his class, there will be a further penalization in the general classification (Touring, and G.T. and Sports, taken separately). Anyone in the Touring category who exceeds the category-winning score by 10 per cent (or in the G.T. and Sports category by 7 per cent) will come in for further penalty points. Only by escaping both these pitfalls can you win a Coupe des Alpes next year.

The only snag about all this is that nobody will have the slightest idea whether or not he has won his Coupe until the whole rally is over, and the electronic calculators have worked out all the sums—unless, of course, one has incurred road penalties, in which case there'll be no doubt. To win a Coupe, therefore, becomes even more of an achievement.

ROY SALVADORI has been entered for the United States Grand Prix, driving C. T. Atkins' Cooper-Maserati.

AVERAGING over 70 m.p.h., a Hillman Minx special recently won its class in Ecuador's 250-mile road race, *Entre Rios y el Mar*. It appears that this was quite an event, half the course being very much like a string of Beggars' Roosts, Bluehills Mines, and Hustyns, laid end to end.

TOMORROW AFTERNOON the London M.C.-B.B.C. Television Trophy Trial is being held on private ground near Halton. The event will take the usual form of a contest between teams from the South, Midlands and North—the teams being, respectively, Rex Chappell, Michael Lawson and Geoff Newman; Ron Kemp, C. W. Pollard and Frank Lewis; "Cuth" Harrison, Edward Harrison and John Harrison. Reserves for the South and Midland teams are Peter Highwood and Tony Marsh. There aren't any more Harrisons left to provide a reserve for the North team, so J. S. Jenkins joins the family for the day.

Colin Chapman is to present the prizes.

Broadcasts, on B.B.C. TV, will be at 2.40, 3.25 and 3.50 p.m., and will be well worth watching, as all the precipitous sections are grouped together, radiating up a fearsome hillside from a central platform where the cameras are situated.

TWO OF THE three officially entered Triumph TR3s won their categories in the recent 3,200-mile American International Rally; one, driven by D. Kennedy and A. Thompson, finished first of the non-American entries, and Denise McCluggage and Elinor Halmi won the ladies' prize. First place in the general classification went to L. Scott and E. Sparks, in the Rambler, and J. and D. Spar finished second in a Thunderbird. The third TR3 ran out of road during the first night, and landed in a river. The crew, W. Cronkite and D. Stewart, spent five hours getting it back to the road and straightening things up, finally calling at a garage to have the oil changed. The mechanic, however, drained the gearbox by mistake, and omitted to fill it again—so the car eventually retired with gear box bearing failure.

A TELEGRAM from the organizers of the East African Coronation Safari reached this office last week. It reads: "Despite rumours circulating Earls Court eighth East African Safari will repeat will run." So there.

HOW THAT boy gets around... On Wednesday night last week, after attending the Aston Martin celebrations, Stirling Moss dashed off to Southampton and boarded the *Queen Elizabeth* for New York and Nassau. Before he sets foot in Britain again (if, in fact, all his scheduled events are run), he will have raced at Nassau in the Speed Week (27 November-2 December), probably driving an Aston Martin DB-4 G.T. 2-seater in the *Gran Turismo* race; at Sebring in the United States G.P. (12 December); in the South African G.P. (1 January); the New Zealand G.P. (9 January), the Argentine G.P. and possibly the Buenos Aires 1,000km race (31 January and 6 February); and, back at Sebring again, in the Florida 12-hour Race.

A few days before leaving, Moss was down at Goodwood, testing Rob Walker's Cooper-Climax preparatory to Sebring. His final three laps were in under 1min 25sec, the best being 1min 24.7sec (lap record stands at 1min 28.8sec; previous best time, by Ron Flockhart in front-engined B.R.M. a few days before, 1min 25.2sec).

THE BRITISH TRIAL and Rally Drivers' Association is holding its annual dinner and presentation of awards at the St. Ann's Hotel, Buxton, on Saturday, 12 December, after the R.A.C. Championship Trial, which takes place in that area during the morning and afternoon. The R.A.C., too, will present their annual awards at this party, and Colin Chapman will be Guest of Honour.

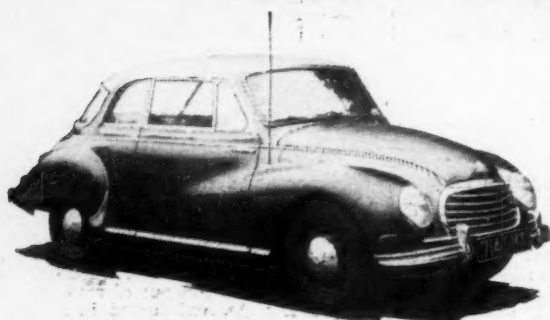
Tickets, at £1 10s apiece, and restricted to members of the Association, can be obtained from Rosemary Beaumont, Cleeve Mill, Goring-on-Thames, Reading, Oxon.

Peter Craven

USED CARS on the Road

No. 148 — 1956 DKW SONDERKLASSE COUPE

PRICES: Secondhand £635; New—basic £665, with tax, £999



The DKW's electrical system is 6-volt. The head lamps lack the power for the car's potential 80 m.p.h.-plus maximum

IN four-wheel vehicles, at least, the two-stroke engine is still something of a novelty in this country, and there is little general experience of its durability. The indications given by this DKW, with a mileometer reading of 44,000, are that it is a relatively long-life unit. For many cars of this size, with conventional four-stroke engines, such a mileage would be sufficient to call for a major overhaul; but this three-cylinder two-stroke unit, bearing no evidence of any recent attention, is still going strong, and in all respects shows little evidence of wear resulting from the distance covered.

It starts readily, hot or cold, the choke being needed for only a moment to bring the engine up from stone cold, and it is extraordinarily quiet throughout. At tickover there is the familiar two-stroke roughness, hesitation and tendency to shake, but when it is pulling, the engine is remarkably smooth. The frequency of firing strokes is the same, of course, as with a six-cylinder four-stroke unit, and certainly it emulates a six in its turbine-like smoothness. It revs freely, and there is a considerable temptation on occasions to ignore the rev limits which are marked on the speedometer, so willing is the engine to go on to higher r.p.m. without fuss or thrash.

Having no variable oil consumption, oil pressure or crankcase fumes, the two-stroke unit gives little indication of its state of wear. From the silence and satisfactory performance (though admittedly slightly down on the original Road Test figures) of this example one may only assume that a sound working life remains ahead of it. There are certainly no signs of need for attention at this stage.

On the over-run there is the usual tendency to "four-stroke" which gives to the car an odd, jerky sensation through the transmission, but to overcome this a freewheel is fitted as standard, and this is still working entirely satisfactorily. In fact, the engine gives little braking effect on the over-run, so it is normal to keep the freewheel in use most of the time. Clutchless gear changes should then be—and are—possible, but the gear change feels stiff unless the clutch is used. The change itself, mounted on the steering column, is light to operate, and little play has developed. The gear arrangement is unorthodox, having first and second gears on the upper plane of movement, with bottom gear in the lower position—instead of at the top as is more usual.

With the freewheel in action there is naturally more work for the brakes to do, and the driver must be able to rely on them entirely. They are well up to this demand, and pull the car's speed down quickly without influencing the steering; fade was not experienced. The hand brake is conveniently placed beneath the fascia, and is extremely effective.

Slight reaction from the front-wheel drive is felt when accelerating hard on lock at the lower speeds, but normally there is nothing to remind the driver that the car is unconventional in this way. The control itself is precise, but transmits an unpleasant degree of wheel shock over any but the smoothest surfaces. The steering-wheel rim is eccentric, allowing extra space above the driver's knees when the wheel is in the straight-ahead position; the steering itself is locked in this position when the ignition key is removed—a useful anti-thief precaution.

Transverse leaf springs are used for the suspension (independent at the front only), but the ride provided is not good. Even small irregularities of surface are felt, and although there is no pitching, a considerable degree of wheel bounce occurs on bad roads. The implication is that the suspension dampers call for attention, and this aspect of the car is the only noticeable deterioration in the mechanical condition.

Roadholding and cornering remain good, and the car is stable at speed. On wet (admittedly slippery) roads, however, the car

Acceleration from rest through gears:

to 30 m.p.h.	7.2 sec	20 to 40 m.p.h. (top gear):	16.8 sec
to 50 m.p.h.	18.4 sec	30 to 50 m.p.h. (top gear):	17.8 sec
to 60 m.p.h.	32.6 sec		

Petrol consumption (excluding oil)	26-33 m.p.g.
Oil consumption	1 pint to 4 gals fuel
Mileometer reading	44,003
Date first registered	February 1956

Provided for test by The Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, London, S.W.7. Telephone: KNightbridge 6861-3.

tended to slide unduly easily on cornering, though not on braking.

A fair amount of wear is evident inside the car, for its 3½-year life. The plastic-covered seats (bucket in front) retain their shape well, and there is little creasing. The grey-painted metal-work of the interior is unmarked, and the moulded rubber floor mats are relatively little worn, but the grey and drab cloth roof linings, and the wooden window surrounds, give a pointer to the car's age and mileage.

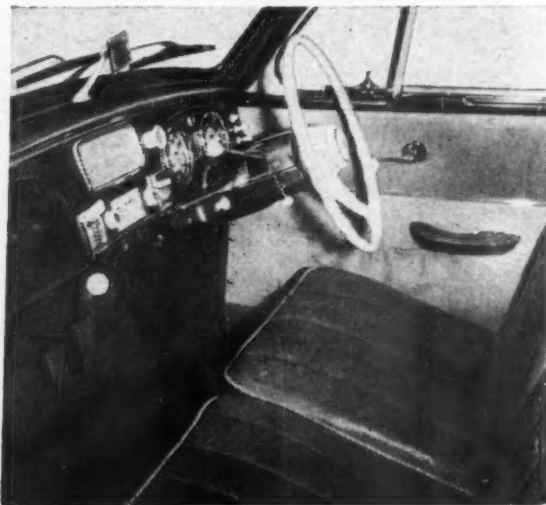
Outside, the car is again up to average standards for its age. The paintwork is dark grey, unscratched, and with little rust except along the door bottoms, where it is starting to form. The exterior brightwork is mainly unchromed; it shines well and has not deteriorated at all.

Michelin SDS remould tyres have been fitted to the four wheels on the road; the spare has an original Michelin, about three-quarters worn. The toolkit, comprising a jack, wheelbrace and an assortment of hand tools, is practically complete. The car's handbook is in the lockable fascia compartment.

A fault on this DKW is that the standard-equipment radiator blind is not working, and as a fairly low-temperature thermostat is fitted in the cooling system, the engine runs too cold for the fresh-air heater to have any worth-while effect. Extras on the car are a Pye radio (which suffers from interference in town, but has good tone), and a cigarette lighter. A suction-fitting interior mirror has been added to supplement the existing one. All of the car's electrical and mechanical equipment, including the wind-up clock, is in working order.

As we have found before on Continental cars tested in this series, the door and window sealing is excellent, and the car as a whole feels rigid and is free from rattles. In many respects the DKW seemed to have improved as a result of use; in particular the driving controls were freer. Mechanical deterioration is mild for a small car at this recorded mileage, and the price—swollen by import duty on the cost when new—is very fair when the interest and special appeal of the vehicle, and its generally sound condition, are considered.

Instruments and switches are neatly arranged in front of the driver. The speedometer gives a steady reading, and records 5 m.p.h. fast at 60 m.p.h.



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- | | |
|--|---|
| 1958 (Dec.) HUMBER Super Snipe Series I Automatic Saloon. Burgundy, Beige upholstery. Power steering. Heater. 4,000 miles £1,450 | 1958 SUNBEAM Rapier Series II Saloon. Moonstone and Morocco Brown, Blue/Brown upholstery. Radio and Heater. 18,000 miles £935 |
| 1958 HUMBER Super Snipe Series I Saloon. 2-tone Green, Green upholstery. Overdrive. Radio and Heater. 17,000 miles £1,295 | 1958 SUNBEAM Rapier Series II Convertible. Glacier Blue and Black, Blue/Black upholstery. Heater. 16,000 miles £950 |
| 1958 HUMBER Hawk Series I Saloon. Grey, Red upholstery. Heater. 14,000 miles £1,035 | 1957 FORD Consul Phase II Saloon. Green, Fawn upholstery. Heater. 27,000 miles £675 |
| 1958 HUMBER Hawk Series I Automatic Saloon. Black, Red upholstery. Heater. 15,000 miles £1,095 | 1958 AUSTIN A55 Cambridge Saloon. Grey, Red upholstery. Heater. 10,000 miles £725 |
| 1955 HUMBER Hawk Mk. 6 Saloon. Blue, Red upholstery. Heater. 26,000 miles £550 | 1958 HILLMAN Minx Series II Convertible. Blue, Blue upholstery. Radio and Heater. 19,000 miles £745 |
| 1958 VAUXHALL Cresta Saloon. Pink and Grey, Grey and Black upholstery. Heater. 16,000 miles £875 | 1958 HILLMAN Minx Series III Estate Car. Green and Grey, Red upholstery. Heater. 19,000 miles £765 |
| 1958 FORD Zephyr Phase II Automatic Saloon. Grey, Blue upholstery Heater. 13,000 miles £850 | 1958 HILLMAN Minx Series III de Luxe Saloon. Charcoal and Foam Grey, Red upholstery? Heater. 12,000 miles £725 |
| 1958 AUSTIN A95 Countryman Estate Car. Red and Ivory, Red upholstery. Heater. 7,000 miles... £975 | 1958 HILLMAN Husky Series I. Antelope and Grey, Red upholstery. Radio and Heater. 10,000 miles £595 |
| 1957 AUSTIN A95 Westminster Saloon. Grey and Green. Green upholstery. Heater, 13,000 miles £775 | 1958 STANDARD 10 Companion Estate Car. (Standard drive.) Cream and Green. Heater. 28,000 miles £575 |
| 1957 FORD Zephyr Zodiac Phase II Saloon. Ivory and Black, Beige upholstery. Heater. 17,000 miles... £715 | 1958 AUSTIN Healey Sprite Roadster. Blue, Blue upholstery. Heater. 7,000 miles £595 |

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Parking Without Lights

Do the rules governing parking without lights or with parking lamps apply to roads restricted to 40 m.p.h., as on other built-up roads?

Middlesex.

T. W. H.

NO; THE REGULATIONS specifically refer to roads where there is a speed limit of 30 m.p.h. or less.

Battery Care in Winter

During the winter months my car will stand in the garage for two or three days at a time, with an occasional evening run into the city, but with not much daytime running. To keep the battery in good condition I would like to try a battery charger. Can I plug the charger in, say, on a Sunday evening and leave it on continuously until Tuesday or Thursday evening on a 1½-amp charge—in other words, leave the charger on when the car is in the garage? Is there a cut-out to prevent overcharge? What type should I have?

Birmingham.

F. P.

WE CANNOT RECOMMEND such long, continuous charging of your battery, which in any case is unnecessary. Suppose that your battery has a capacity of 60 ampere hours—about the largest in popular use today. A charger giving 1½ amps would be able to charge it fully in 40 hours or

Your



Answered

READERS who wish to submit questions are requested to enclose a stamped, addressed envelope and address their letters to *The Autocar*, Dorset House, Stamford Street, London, S.E.1, marking the envelope "Readers' Service" in top left corner. Queries should not be submitted which are the normal business of manufacturers' service departments.

so from completely flat; to continue charging after the battery is full is detrimental to it.

Battery chargers do not have a cut-out; most have a ballast resistance which permits very accurate setting of the input voltage to the battery. When the battery is empty, it offers little opposition to the inflow of current from the charger, but as the state of charge of the battery improves so the voltage with which it opposes the inflow of current increases. At first the charging rate will be the full 1½ amps, but this will tail off to ½ or ⅔ amp later. If you are going to take the car out on, say, a Thursday evening, you should put the charger into operation on the Wednesday evening; this should be quite sufficient to bring the battery to

near full charge by the time you are ready to go out.

As to the type of charger, one with 1½ amp rate would be adequate; there are many available on the market.

Brake Lining Renewal

The leading shoe brake linings of my 1949, P3 Rover are two-thirds worn, and the trailing linings only one-third worn. Is it practical and satisfactory to renew the leading linings only and continue to use the existing trailing shoe linings?

Kingston-upon-Thames.

H. J. B.

THE PART REPLACEMENT you have in mind is a perfectly logical and satisfactory thing to do, and is the agreed general practice

INGENIOUS FOLDING CARAVAN

EVER since trailer caravans came into existence there have been numerous attempts at designing one which would fold into a compact space for towing and storage. The latest, and perhaps the most ingenious, of these is the Farlander, made by Farlander Land Cabins, Ltd.

In the folded condition it is a trailer 7ft long by 6ft wide by 4ft high; erected, it becomes an equipped cabin 10ft long by 6ft wide with 6ft 5in headroom. Reference to the accompanying illustrations shows how, by actuating an hydraulic pump incorporated in the tow hitch, the cover of the trailer rises to form the front of the caravan. As this rises the roof and walls also become erected, concertina fashion, and for final stiffening the cover is pushed by hand for the last few inches and the side walls pressed outwards and locked in position. The rear panel, in which is incorporated a small wardrobe, hinges upwards from inside the cabin and, if wanted, can then be hinged outward and upward to form a canopy.

Unusual for folding vans, the Farlander has an air of normality when extended and has a full quota of windows, roof lights and a door.

Resin-bonded glass fibre is used, both for the main trailer cover, in which it is reinforced by a steel structure, and for the rising cabin roof. Side panels are of resin-bonded laminated boards and all joints and folds are made weatherproof with plastic foam strip.

For obvious reasons, in a folding van, furnishings are somewhat elementary, but there are loose sink and cooking units which have to be folded and placed in position between the beds before the van can be collapsed. Beneath the lower beds there is ample storage space for bedding and during the day the end of each bed is turned upward to provide cupboard

space for storage of food and tableware.

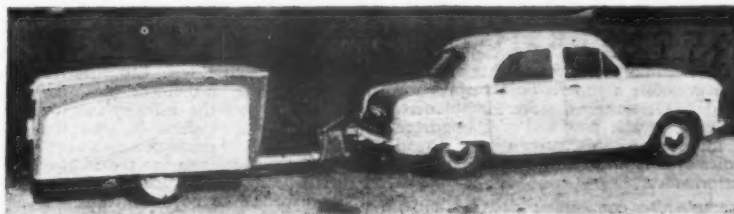
The two top berths—in the four-berth version—depend from the ceiling by detachable steel tubes. The bases are formed of the normal back-rests hinged upwards and covered with foamed plastic "biscuits," like the ordinary berths.

The main chassis of the Farlander is made up of a 3½in diameter steel tube with three welded-steel box-section cross-members. Track is 4ft 3in with 5.20 by 13 wheels. Overrun mechanism operates 8in, rod-operated Girling brakes. Full road lights are fitted and three extending

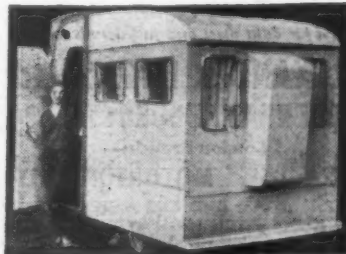
jacks are provided to ensure stability when the van is in use.

Kerbside weight, as delivered, is claimed to be 11½ cwt. It has been tested for stability while in tow up to 80 m.p.h. on the MIRA track, where it was also taken over the Belgian pavé, wavy and corrugated sections. At the conclusion of these tests all moving components and mechanical parts were found to be sound and the glass windows undamaged.

The four-berth model is priced at £495 and a simplified two-berth version is £415. There is no purchase tax.



The Farlander trailer in its closed, half-open and fully extended positions



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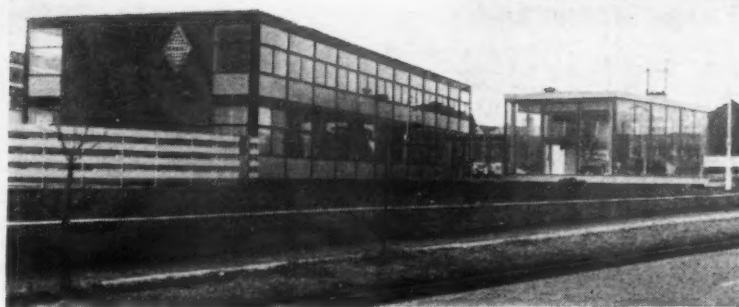
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Part of the new £250,000 extension to the Renault factory at Acton, London

Trade and Industry

A new branch office of the Mercantile Credit Co., Ltd., has been opened at 128, Old Christchurch Road, Bournemouth, Hampshire.

An official enquiry into supply and distribution of motor spirit and lubricating oil "with special reference to exclusive dealing arrangements in the retailing of these products," is being opened in Dublin on 12 November by the Fair Trade Commission in Eire.

Available free of charge from any India tyre depot is a booklet called "How to make the best of your Tyres." This shows pictorially the reasons for excessive or irregular tyre wear and gives the cures. Tyre care, including the influence of driving methods, also is dealt with.

Following the final closing of the Motor Show last Saturday a number of stands were burgled. Among them was that of Decosol, of Brighouse, Yorkshire. Among articles taken was a file detailing show enquiries. The authors of those enquiries are invited to re-state them to Chas. Hanson and Son, Ltd., Spring Bank Works, Brighouse.

In respect of the year ending 31 December, 1959, Rolls-Royce, Ltd., has resolved to pay an interim dividend of 2½ per cent less tax on both the ordinary and workers' stock. Total revenue for the first six months of 1959 amounted to £44,000,000, £1,000,000 less than for the same period of last year. The figures for the year are also expected to be down, largely owing to the fire at the company's Mountsorrel factory in May.

With the closing of the Hooper works at Acton, a new company, Hooper Motor Services, Ltd., Clabon Works, Kimberley Road, Kilburn, London, N.W.6 (Maida Vale 8833), has been formed to provide service and spares for former Hooper customers. All records, service equipment and spare parts applicable to Hooper coachwork will be transferred to the new company, which will start operating on 14 November. Mr. L. A. Blake, now manager of the Hooper service department, will be manager of the new concern, which will be staffed by present Acton employees.

Net profit after taxation of Kennings, Ltd., and its subsidiary companies for the 12 months up to 30 June, 1959, was £379,540, compared with £265,419 previously.

Huge tyres made by Goodyear Tyre and Rubber Company of America serve a dual purpose. Called Rolli-Tankers, they are suitable for being towed over all kinds of surfaces, and yet each tyre carries 500 gallons of liquid.

Exactly a year has passed since the International Synthetic Rubber Co., Ltd., went into full production at their new plant at Hythe, on Southampton Water. The factory cost £6,000,000 and already success has been such that work has started on an extension. This will produce 2,500,000 gallons a year of synthetic latex.

The Firth Cleveland Group, which includes Simmonds Aerocessories, Ltd., of Treforest, Glamorgan, amongst its associated companies, has moved into new headquarters in London. Opened by Lord Beaverbrook, the premises, which include a showroom-theatre and private car park, are at Stornoway House, Cleveland Row, St. James's, London, S.W.1.

On page 555 of *The Autocar* last week, 30 October, an account was given of the important part played in the new Ford plant, trim and assembly building by the complicated conveyor system of Geo. W. King, Ltd. This company is of Stevenage, Hertfordshire, and not Luton, as stated. The new Ford plant completed the expansion programme announced in 1954, but this has proved to be only stage one. Already, upwards of £50 million have been allocated for future plans.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17533. **Handbooks Required.**
"J.B.P."—1939 18-85h.p. Wolseley.
"J.C."—1934 Le Mans Singer.
"I.D.S."—1948 Rover '75'.
"W.C."—1936 12-48h.p. Wolseley.

The Autocar NEW CAR PRICES

THE AUTOCAR, 6 NOVEMBER 1959 599

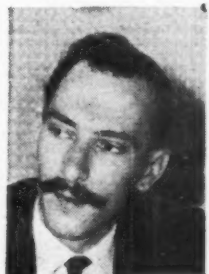
U.K. List	U.K. Total (Inc. P.T.)	U.K. List	U.K. Total (Inc. P.T.)	U.K. List	U.K. Total (Inc. P.T.)
ABARTH		B.M.W. (Contd.)		FIAT (Contd.)	
750	1,498 2,123	502 S.3.2	2,165 3,068	1100 de luxe	615 872
A.C.		503	3,500 4,959	1200 Full light	798 1,132
Ace	1,188 1,684	507	3,100 4,393	1000	987 1,399
Ace-Bristol	1,443 2,045	BORGWARD		2100	1,050 1,489
Acoca	1,446 2,050	Isabella	845 1,198	FORD (American)	
Acoca-Bristol	1,700 2,409	Isabella estate car	895 1,269	Falcon	1,415 2,005
Greyhound	2,040 2,891	Touring sport	970 1,375	(automatic)	1,496 2,120
ALFA-ROMEO		T5 de luxe	1,020 1,446	Galaxie Skyliner convt.	2,048 2,902
1300 Giulietta	1,278 1,812	T5 coupé	1,360 1,928	Thunderbird Pillarless	2,195 3,111
Giulietta T1	1,395 1,977	BRISTOL		FORD (Canadian)	
Giulietta Spyder	1,498 2,123	406	2,995 4,244	Fairlane 500	1,757 2,491
Giulietta Veloce	1,848 2,619	BUICK		Victoria	1,795 2,544
Sprint Speciale	2,295 3,252	Invicta	2,335 3,309	Estate car.	1,982 2,809
2000	1,998 2,832	CADILLAC		FORD	
2000 Spyder	2,195 3,111	6029 Fleetwood	3,600 5,101	Popular II	346 494
ALLARD		6339	3,200 4,534	Popular II de luxe	363 515
Palm Beach II	1,300 1,843	CHEVROLET		Anglia III	415 589
Gran Turismo	1,700 2,409	Corvaire	1,235 1,751	Anglia III de luxe	430 610
ALVIS		De luxe	1,270 1,805	Prelect III	438 622
3-litre	1,995 2,827	2-door Club	1,210 1,715	Escort	434 616
Convertible	2,195 3,111	De luxe	1,240 1,758	Consul	545 773
ARMSTRONG SIDDELEY		Biscayne	1,439 2,040	Consul de luxe	580 823
Star Sapphire	1,763 2,499	Bel Air	1,479 2,096	Convertible	660 936
Limousine	2,222 3,150	Impala hardtop	1,564 2,217	Estate car	760 1,078
(automatic)	2,339 3,315	CITROEN		Zephyr	610 865
Sapphire 346 limousine	1,910 2,707	2 c.v.	398 565	(automatic)	725 1,028
ASTON MARTIN		ID19	998 1,415	Convertible	725 1,028
DB Mk. III	2,050 2,905	DS19	1,150 1,630	Estate car	825 1,170
(automatic)	2,220 3,118	DAIMLER		Zodiac	675 957
DB4	2,650 3,755	V-8 SP250	984 1,395	(automatic)	790 1,120
DB4GT	3,200 4,534	Majestic	1,760 2,495	Convertible	873 1,238
ASTRA		DQ 450	2,113 2,995	Estate car	895 1,269
Utility	308 308	DK 400A	2,974 4,215	FORD (Germany)	
AUSTIN		DK 400B	3,063 4,340	17 M two-door	800 1,134
Seven	350 497	D.B.		Four-door	845 1,198
Seven de luxe	378 537	Rally HBR5 coupé	1,299 1,842	Combi	830 1,177
Countryman	444 630	BELLO		FRAZER NASH	
A. 40	450 639	Mark VI	575 815	Sebring	2,300 3,259
A. 40 de luxe	458 651	Mark VI Sports	625 887	Continental	2,500 3,550
A. 55 Cambridge	565 802	Special equipment	665 943	GOGGOMOBIL	
A. 55 de luxe	585 830	D.K.W.		Regent 300	329 467
A. 99	810 1,149	Fixed-head	792 1,124	Regent 400	342 486
(automatic)	860 1,216	Four-door	836 1,185	Mayfair 300	416 590
Gipsy (petrol)	650 920	Universal estate car	869 1,232	Mayfair 400	429 608
Gipsy (diesel)	755 1,085	1000 fixed head	875 1,241	Royal T 700	473 671
AUSTIN-HEALEY		Two-seater Sports	1,470 2,084	HILLMAN	
Sprint	445 632	DODGE		Minx Special IIIA	509 722
3000	824 1,168	Custom Royal	2,230 3,160	(automatic)	597 847
BENTLEY		EDSEL		Minx de luxe IIIA	539 765
S2	3,995 5,661	Ranger	1,725 2,445	Convertible IIIA	615 872
L.w.b.	4,900 6,943	Corsair	1,808 2,562	Estate car IIIA	605 858
James Young l.w.b.	5,870 8,317	FACEL VEGA		Husky	465 660
H. J. Mulliner convertible	5,265 7,460	HK 500 hardtop	3,150 4,467	HUMBER	
Continental II	5,545 7,857	(automatic)	2,980 4,223	Hawk	840 1,191
Park Ward Convertible	5,730 8,119	Special equipment	3,200 4,534	(automatic)	955 1,354
H. J. Mulliner 2-door	5,730 8,119	Excellence	4,140 5,866	Estate car	995 1,411
Flying Spur	5,785 8,197	FAIRTHORPE		Touring limousine	920 1,304
James Young 2-door	5,855 8,296	Atomota	447 634	Super Snipe	1,025 1,453
Four-door	5,855 8,296	Electron Minor	503 714	(automatic)	1,140 1,626
BERKELEY		Electron Mk. II	807 1,144	Estate car	1,200 1,701
B.95	442 628	FERRARI		Touring limousine.	1,125 1,595
Hardtop	462 657	250 G.T. coupé	4,200 6,091	ISETTA (Gt. Britain)	
B.105	459 652	FIAT		300 Plus	258 366
Hardtop	481 674	500 convertible	350 499	JAGUAR	
QB.95	479 680	500 Sunroof	370 525	2.4	1,019 1,445
Hardtop	502 713	600	432 613	2.4 Mk. II	1,082 1,534
QB.105	496 703	Convertible	452 641	3.4	1,114 1,579
Hardtop	512 727	Bianchina	510 724	3.4 Mk. II	1,177 1,669
B.M.W.		Multipla 4/5	532 755	3.8 Mk. II	1,255 1,779
501 2.6	1,633 2,321	Multipla 6	540 766	Mk. IX	1,329 1,884
502 3.2	1,970 2,792	1100	579 820	3.4 XK 150 coupé	1,175 1,666
				3.4 XK 150S coupé	1,457 2,065

Continued on next page

NEW APPOINTMENTS

Among recent appointments and retirements are the following:

Mr. J. Francis Jones, until recently chief engineer of the car and commercial division of Jensen Motors, Ltd., has now



Mr. J. F. Jones

joined Alvis, Ltd., as chief engineer. He succeeds Mr. W. M. Dunn, in the wheeled vehicle division, who retires this month

Mr. J. M. Fowler has been appointed assistant sales manager of Dispatch Motors, Ltd., of Southwark Bridge Road, London, S.E.1. He has been with the company since 1955.

Mr. James E. Robinson, M.I.Mech.E., M.I.Mar.E., chief engineer of Hepworth and Grandage, Ltd., of Bradford, has been made a director. The company manufactures Hepolite products.

Mr. E. D. French and Mr. E. C. Nihell have been appointed additional directors of the Car Mart, Ltd., of Euston Road, London, N.W.1. Mr. V. P. Fitz-Simon and Mr. K. K. Haynes have been appointed additional directors of Car Mart Sales, Ltd.

Mr. J. L. Venner-Pack, formerly general sales manager, has been appointed sales director of Moons Motors, Ltd., Marylebone Road, London, N.W.1. Also, the company has appointed Mr. N. Fraser-Ealand as area manager in south and south-east London.

PORSCHE

John Eason-Gibson
road-tests the "Standard" 1600

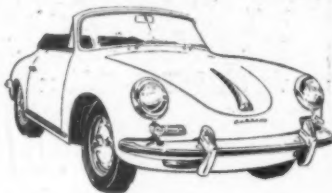
"One feels completely at home remarkably quickly in the Porsche... it is possible to find the right driving position for any driver."

"One does not normally associate cars capable of 100 m.p.h. with economical running, but throughout my test, fuel consumption averaged 33.5 m.p.g."

"Because of the stability of the car and the security provided by the passenger's seat, it is possible to drive the Porsche very fast without disturbing a passenger unaccustomed to high speeds. It must be one of the most untiring cars there is for a passenger."

"Apart from the car's all-round performance, much of the fascination of the Porsche is obtained from the general feeling of solidity. One feels that the whole car is properly built and that nothing has been skimped in the interests of saving weight or money."

COUNTRY LIFE, August 20, 1959.



FRAZER-NASH

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Isleworth - Middlesex

Welbeck Viewpoint
(No. 221 of a series)



Further Thoughts on Contract Hire

We feel that certain contract hire advertising is a little misleading... not ours of course. Some rates sound cheaper than ours, but if the rate quoted does not apply to a brand new car and if there is a limit to your mileage, the comparison is hardly a fair one. Again, some advertised rates apply to the winter only... this is surely absurd... who wants to sign a contract for the winter only? Our self drive hire department will hire you a car for winter only at an absurdly low rate without the commitment of a contract. Remember also that at Welbeck we don't keep you waiting... there is no reason whatsoever why you should not be on the road almost immediately.

Welbeck Rates are very low: the very latest Anglia costs £17/13/4 per month or a new Consul £22/10/4 per month. You keep the car two years. Rentals include everything except insurance and routine service. In the case of breakdown or accident a replacement car is at your disposal. All repairs are carried out free of charge throughout the length of the contract. These cars are available not only for private owners, but also for all types of fleet owner including self drive hire firms. Normally the hire charges are allowable in full by the Inland Revenue. Our Service operates everywhere; you are at no disadvantage if you are away from London for all the services can be dealt with locally.

Welbeck Motors Ltd

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Welbeck 1139

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Autocar NEW CAR PRICES

	U.K. List	U.K. Total (inc. P.T.)		U.K. List	U.K. Total (inc. P.T.)		U.K. List	U.K. Total (inc. P.T.)
JAGUAR (Contd.)	£	£	M.G. (Contd.)	£	£	PORSCHE	£	£
3.8 XK 150 coupé	1,370	1,942	Twin Cam	843	1,196	1600D convertible	1,330	1,885
3.8 XK 150S coupé	1,535	2,176	Magnette III	714	1,013	1600 fixed head	1,371	1,943
JENSEN			MORGAN			1600 detachable		
541R	1,910	2,707	4/4 2-seater	498	707	hardtop	1,494	2,118
LANCIA			Competition	645	915	500 detachable		
Appia	1,120	1,588	Plus 4 (TR) 2-seater	660	936	Cabriolet	1,535	2,176
Farina coupé	1,530	2,169	4-seater	693	983	Super 90	1,700	2,409
Zagato Sport	1,590	2,254	Coupe			PRINCESS		
Flaminia	2,420	3,429	MORRIS			3-litre	985	1,397
Zagato Sport	2,470	3,782	Mini-Minor	350	497	(automatic)	1,035	1,467
LINCOLN			Mini-Minor de luxe	378	537	Limousine	1,085	1,539
Premiere	3,067	4,346	Minor 1000 2-door	416	590	4-litre-models	2,150	3,047
Continental Mark IV	3,724	5,277	2-door de luxe	436	619	RAMBLER		
LOTUS			4-door	441	626	American Super	1,102	1,562
Seven	690	978	4-door de luxe	464	659	Estate car	1,180	1,673
Elite	1,375	1,949	Tourer	416	590	Six Super	1,228	1,741
Sports 45	1,109	2,575	Tourer de luxe	436	619	Estate car	1,335	1,892
Club 75	1,583	2,248	Traveller de luxe	491	697	Six Custom	1,269	1,799
Le Mans 85	1,807	2,569	Oxford V	575	816	Estate car	1,390	1,970
MERCEDES-BENZ			Oxford V de luxe	595	844	Ambassador vee-8	1,480	2,098
180	1,195	1,694	Traveller	665	943	Hardtop	1,552	2,200
180D (diesel)	1,259	1,785	N.S.U.			Estate car	1,602	2,271
190	1,250	1,772	Prinz	426	605	Ambassador Custom	1,530	2,169
190D (diesel)	1,360	1,928	OLDSMOBILE			Estate car	1,662	2,356
190SL	1,930	2,735	Dynamic 88	1,880	2,664	RENAULT		
220	1,587	2,249	Super 88	2,010	2,849	750	437	620
220S de luxe	1,757	2,490	Convertible	1,980	2,806	Dauphine	505	717
220SE	1,898	2,690	98	2,320	3,288	Gordini-Dauphine	598	848
220SE coupé	2,917	4,134	OPPERMAN			Florida	840	1,191
300 de luxe	3,685	5,222	Unicar T	283	402	Coupe	855	1,212
300SL Roadster	3,750	5,314	FANHARD			Fregate	894	1,268
MERCURY (American)			PL17	705	1,000	Transfluide	987	1,400
Monterey	1,839	2,606	FEERLESS			Manoir estate car	1,032	1,462
Montclair	2,126	3,013	G.T. 2-litre	1,100	1,559	Domaine estate car	894	1,268
Park Lane	2,575	3,649	PEUGEOT			RILEY		
Estate car	2,077	2,944	203	650	922	One-point-five	575	816
MERCURY (Canadian)			403	796	1,125	4 Sixty Eight	725	1,028
Monterey	1,729	2,451	Estate car	865	1,227	ROLLS-ROYCE		
Montclair	1,998	2,832	PLYMOUTH			Silver Cloud II	4,095	5,802
Park Lane	2,420	3,429	Belvedere	1,950	2,764	L.w.b.	4,995	7,077
Estate car	1,952	2,766	Fury	1,960	2,778	H. J. Mulliner		
MESSERSCHMITT			Hardtop	1,995	2,827	convertible	5,365	7,602
Tg500	450	638	PONTIAC			James Young l.w.b.	4,965	8,452
METROPOLITAN			Laurentian	1,545	2,190	Phantom V		
Hardtop	498	707	Parisienne	1,626	2,305	Park Ward 7-pass.	6,285	8,905
Convertible	516	732	Catalina	1,665	2,359	James Young 7-pass.	6,630	9,394
M.G.			Four-door	1,697	2,405	James Young touring		
MGA 1600	663	940	Bonneville	1,941	2,751	limousine	6,430	9,110
Hardtop	714	1,027	Four-door hardtop	1,974	2,798			



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FIAT 600 Saloon, Ivory
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FIAT 1100 Super de Luxe, Grey/Blue
FIAT 1100 Family, Blue/Grey
FIAT 2100 Saloon
FIAT 2100 Estate.

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Service 114 Sales 1885

Autocar NEW CAR PRICES

U.K. Total (inc. P.T.)	U.K. Total (inc. P.T.)	U.K. Total (inc. P.T.)	U.K. Total (inc. P.T.)	U.K. Total (inc. P.T.)	U.K. Total (inc. P.T.)
U.K. List	U.K. List	U.K. List	U.K. List	U.K. List	U.K. List
ROVER		TURNER		VOLKSWAGEN	
80	963	A.35 Sports	575	Basic	435
100	1,085	Climax Sports	750	De luxe	505
3-litre	1,210	TVR		Convertible	682
(automatic)	1,315	Ford-engined	660	Karmann-Ghia coupé	822
Land-Rover II 88in	650	Supercharged	725	Convertible	929
Diesel	740	12/20 Climax	950		
Estate car	740	VAUXHALL		VOLVO	
109in	730	Victor	505	1225	960
Diesel	820	Victor Super	530		
Estate car	860	Victor de luxe	565	WOLSELEY	
SIMCA ARONDE		Estate car	605	1500	530
P.60 de luxe	532	Velox II	655	15/60	752
P.60 Super de luxe	565	Cresta II	715	6/99	660
Châtelaine	650	Velox Friary	862	(automatic)	885
Elysée	615	Cresta Friary	923		1,255
Moncléry	632				935
Grand Large	699				
Monaco	725	MOTORIZED CARAVANS			
Plein Ciel hardtop	1,020	AIRBORNE		LISBURN (Contd.)	
Océane convertible	1,080	Thames 10/12 cwt	835	Sleep-a-Kar Austin 152	880
SIMCA VEDETTE		15 cwt	845	Morris J2	880
Beaulieu	965	CALTHORPE		LAND CRUISER	
Chambord	1,100	Home Cruiser Austin		Commer 30 cwt	1,450
SINGER		152	892	De luxe	1,575
Gazelle IIIA	598	Bedford 10/12 cwt	795	MARTIN WALTER	
(automatic)	686	Morris J2	892	Bedford Dormobile	
Convertible	675	Standard Atlas	849	Two-berth	735
Estate car	665	Thames	825	Four-berth	785
SKODA		BLUEBIRD		Thames Two-berth	811
440	525	Highwayman Austin 152	875	Four-berth	826
Estate car	695	CAR CAMPER		MOORTOWN	
450 convertible	725	Austin 152 four-berth	848	Volkswagen Microbus	962
STANDARD		Five-berth	858	Microbus Mark II	858
Companion estate car	725	Morris J2 four-berth	848	PARALANIAN	
Ensign	495	Five-berth	858	Austin 152	1,025
Vignale Vanguard	599	KENEX		De luxe	1,250
(automatic)	695	Carefree Bedford	780	PETER PITT	
Estate car	770	De luxe	843	Austin 152	866
STUDEBAKER		Long wheelbase	805	Morris J2	866
Lark 2-door (6-cyl.)	1,126	De luxe	868	Thames	825
Estate car	1,290	LISBURN		Volkswagen Microbus	912
Lark Regal (8-cyl.)	1,292	Devon Volkswagen		WESEX	
Estate car	1,415	Microbus	910	Morris	698
SUNBEAM		De luxe	1,105	SLUMBERWAGEN	
Alpine	685	Microbus II	930	Volkswagen Microbus I	895
Rapier IIIA	695	De luxe	1,125	Microbus II	937
Convertible	735	THREE-WHEELERS			
TRIUMPH		Berkeley	331	Isotta Plus	269
Coupe	495	Bond Tourer	302	Plesserschmitt KR200	275
TR3	515	Family	310	Nobel 200	325
Hardtop	699	Frisky	311	Reliant Regal	363
	734	Heinkel	320	Scoutacar	226
		Isotta	260	Tourette Senior	309

The prices on these pages are given corrected to the nearest £1.

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1958 CHEVROLET Bel-Air 4-door Sedan. R.H.D.	£1,675
1957 OLDSMOBILE "Super" 88 4-door Hardtop. Automatic. All power extras	£1,795
1955 CHEVROLET Bel-Air 4-door Sedan. V.8. R.H.D.	£895
1955 CHEVROLET Two-Ten 4-door saloon. R.H.D.	£865
1957 AUSTIN A.105 Automatic	£885
1958 AUSTIN A.55 de Luxe	£730
1959 FORD Anglia de Luxe	£535
1958 FORD Prefect de Luxe	£545
1957 FORD Consul saloon	£650
1958 FORD Consul saloon	£735
1957 FORD Zodiac Convertible. Many ex.	£895
1958 FORD Zodiac	£840
1958 FORD Zodiac Overdrive	£865
1958 HUMBER Hawk Estate. Automatic	£1,250
1958 JAGUAR 2.4	£1,325
1957 JAGUAR 3.4. Overdrive	£1,295
1957 MORRIS Minor 2-door saloon	£540
1956 ROVER 90. Overdrive. Bucket seats	£925
1958 VAUXHALL Cresta saloon. Many	£870
1957 VAUXHALL Victor saloon. Many	£560

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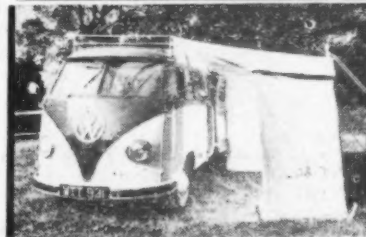
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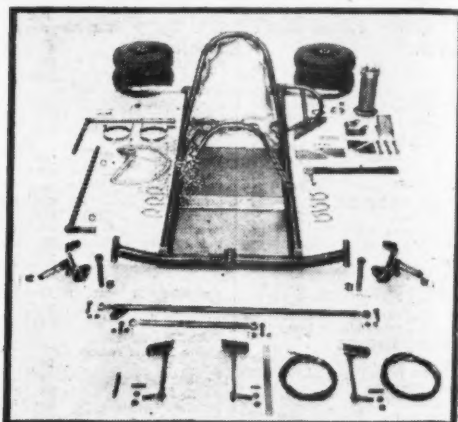
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Model	Kit less Engine	Kit with Engine	Assembled and track tested
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Grand-Prix 197 c.c.	£47 5 0	£97 10 0	£98 14 0 plus £40 14 3 (P.TAX)

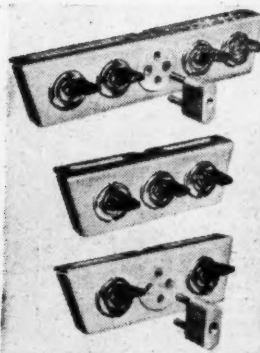
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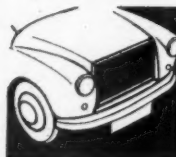
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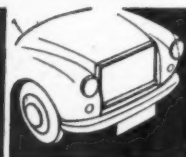
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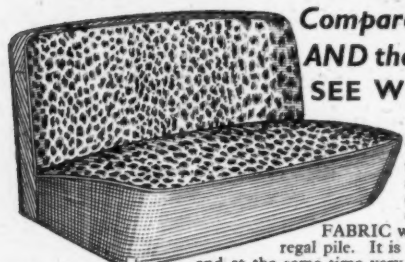
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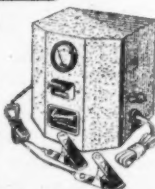
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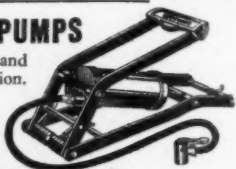
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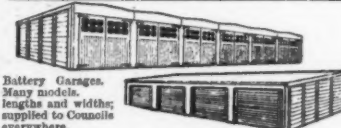


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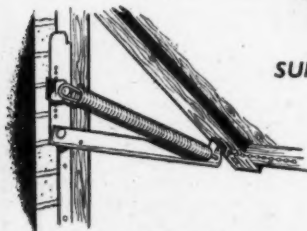
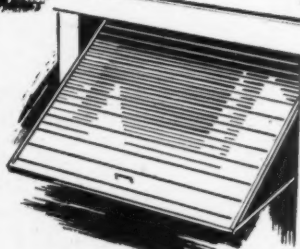
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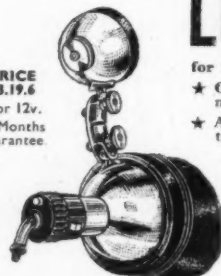
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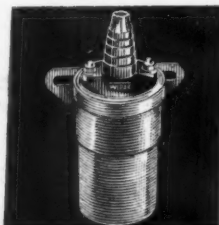
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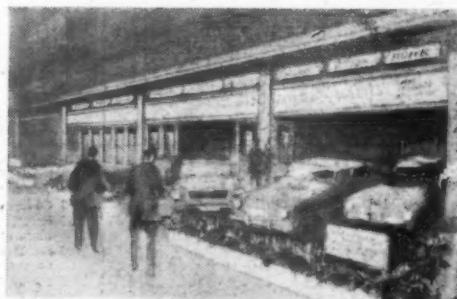
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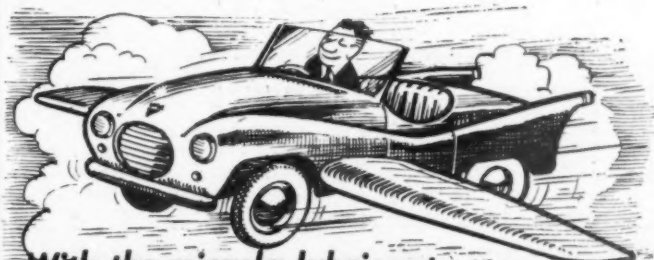
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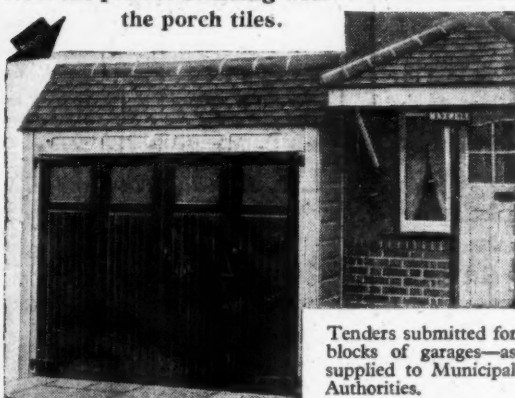
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1958 CRESTA, 1 owner, 2-tones, 9,000 miles	£389
1957 ZEPHYR Automatic, htr., taxed	£749
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1958 MINX de Luxe, 1 owner, heater	£649
1958 METROPOLITAN hard top, 1 owner, radio and heater, taxed	£629
1958 PENNANT, 2-tone, htr., taxed	£619
1956 OXFORD Traveller, 1 owner, heater	£599
1957 MINOR Traveller, de luxe, heater, taxed	£599
1958 PREFECT de luxe, radio, heater, undersealed, taxed	£549
1955 A50 de luxe, sunroof, heater	£529
1954 A40 SOMERSET, 1 owner, heater	£399
1958 (Nov.) POPULAR, 1 owner, 12,000 miles, heater, taxed	£369

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1956 HUMBER Hawk, blue/grey, heater, overdrive, foglights	£445
1950 HILLMAN Minx de Luxe saloon, fawn, one owner, low mileage. As new	£485
1955 HILLMAN Minx Californian, green/green, heater, many extras. Excellent condition	£535
1951 SUNBEAM-TALBOT "90" saloon, blue, with heater	£425
1955 HILLMAN Minx de luxe saloon, grey, heater, radio. Immaculate condition...	£535

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AUCTION NEWS

Issued by Southern Counties Car Auctions Ltd., and Auto Auctions Ltd.

Head Office: Farnham, Surrey. Telephone 5258/9.

NOVEMBER 1959

He Takes His Auction Orders by Telephone ... from Australia!

It's not unusual for people to be called to the telephone during Southern Counties sales, but it isn't every day that one of our clients receives a call from Australia, instructing him to bid for certain cars, right in the middle of an auction. Yet that is precisely what happened to Mr. G. R. Posnett at one of our auctions a few weeks ago.

"Some people seem to think the story was just a publicity stunt, but it really did happen," said Mr. Posnett who has his own motor business, G.R.P. Autos of New Malden, Surrey, and is a regular buyer at Southern Counties Auctions. "A friend of mine went out to Australia a short time ago and started dealing in cars out there. He put a personal call through to my office and the G.P.O. rang round everywhere until they found me here at the auction. My friend asked me if there were any Morris Minor Travellers in the sale. I told him there were and he told me to buy them for him and ship them out. Apparently they can't get them at any price."

To prove it, Mr. Posnett then showed us an airmail letter he had since received from Australia confirming these instructions. And when we asked him if that didn't prove that Southern Counties auctions are indeed the hub of the used car business, he retorted: "It doesn't need a phone call from Australia to prove that. I've travelled all over the country, buying and selling cars, and, believe me, I've never found a firm to touch Southern Counties."

FIVE AUCTIONS A WEEK

Southern Counties Car Auctions Ltd. and Auto Auctions Ltd., operate five big car sales regularly every week. Here are the details:

MONDAYS at CHICHESTER: Radskin Roundabout, Chichester By-Pass. Chichester 3315.

TUESDAYS at TUNBRIDGE WELLS: Agricultural Showground, Eridge Road. Tunbridge Wells 1832/3.

WEDNESDAYS at FARNBOROUGH: Frimley Bridges, Hants. Camberley 23151/2.

THURSDAYS at ALEXANDRA PALACE: London, N.22. Tudor 5675.

THURSDAYS at BIRMINGHAM: Racecourse, Bromford-Beidge, Birmingham 35. East 0336.

All sales start at 12 noon and entries can be accepted up to that time. Entry fee 10/- per vehicle. Fix your own reserve price. No sale—no commission. Commission, if sold: 3% with minimum of £5 and maximum of £15.



G. R. Posnett: "People thought it was just a publicity stunt."

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1958 VAUXHALL Victor.....	£225	0	0
Dep. £20 and 48 H.P. inst.....	£17	0	0
1958 AUSTIN A35 saloon.....	£225	0	0
Dep. £20 and 48 H.P. inst.....	£14	4	1
1957 VAUXHALL Victor.....	£225	0	0
Dep. £20 and 48 H.P. inst.....	£16	3	3
1958 AUSTIN A40 Countryman.....	£225	0	0
Dep. £20 and 36 H.P. inst.....	£13	1	8
1958 VAUXHALL Cresta.....	£225	0	0
Dep. £20 and 36 H.P. inst.....	£16	11	3
1954 SIDGLEY 1500.....	£325	0	0
Dep. £20 and 36 H.P. inst.....	£10	12	8
1953 DAIMLER Conquest.....	£325	0	0
Dep. £20 and 36 H.P. inst.....	£20	0	11
1953 M.G. 10 h.p. saloon.....	£425	0	0
Dep. £20 and 36 H.P. inst.....	£14	2	5
1951 VAUXHALL Velox R. and H.....	£325	0	0
Dep. £20 and 36 H.P. inst.....	£10	12	8
1950 WOLSELEY 6/80 saloon.....	£275	0	0
Dep. £20 and 36 H.P. inst.....	£28	11	11
1949 AUSTIN 10.....	£250	0	0
Dep. £20 and 36 H.P. inst.....	£8	0	6
1949 STANDARD Vanguard.....	£275	0	0
Dep. £20 and 36 H.P. inst.....	£8	17	11
1959 JAGUAR 1½-litre saloon.....	£295	0	0
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'54 A.MARTIN 2.6 D.B. 2½ saloons, choice of 2 recommended cars, from	£1,345
'57 JAGUAR Mark VIII saloon overdrive, H.M.W. maintained	£1,185
'56 XK.140 4-cyl. 8/80pt. 4-type	£995

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1958 OXFORD, one owner	£725
1958 VICTOR, immaculate	£675
1957 STANDARD Vanguard de Luxe, well maintained	£665
1956 FORD Consul, farm bodywork, many extras, exceptionally well maintained	£545
1956 (Nov.) FORD Consul Mk. II, many extras	£545
1956 (Aug.) MORRIS Minor de Luxe, above average	£515
1956 STANDARD 10, exceptional	£465
1956 AUSTIN A.10, better, ex-c, excellent	£435
1955 FORD Anglia, black, fitted wing mirrors, many extras	£455

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Please let us know your requirements.

USED CARS

A FEW EXAMPLES

1957 AUSTIN A35 2-door saloon	£455
1955 AUSTIN A30 2-door saloon	£375
1958 AUSTIN A55 de luxe saloon	£715
1959 FORD Consul de luxe saloon	£775
1957 FORD Consul saloon	£635
1958 FORD Zephyr saloon	£755
1958 FORD Anglia de luxe saloon	£485
1957 JAGUAR 2.4 S/E saloon	£1,045
1959 MORRIS 1000 2-door saloon	£575
1954 MORRIS Minor 2-door saloon	£395
1958 (late) M.G.A. 2 seater, many extras	£835
1948 ROVER 75 Saloon, radio	£295
1959 VAUXHALL Cresta saloon	£925
1958 VAUXHALL Victor super saloon	£635
1958 WOLSELEY 1500 saloon	£685
1956 WOLSELEY 690 saloon	£495

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1958 JAGUAR XK150, fixed head coupe, one owner, 15,000 miles, grey, special equipment, overdrive, carefully used example	£1,495
1958 HILLMAN Minx de luxe, 15,000 miles, extras	£635
1958 FIAT 500 Convertible, one owner, 9,000 miles	£395
1955 FIAT 600	£365
1952 M.G. TD	£435
1958 MINOR 100 Convertible, grey	£525

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'57 ISETTA. Duo blue	£265	'57 FORD Zephyr saloon. Heater. Ivory	£695
'52 HUMBER Super Snipe saloon. Radio	£365	'56 WOLSELEY 6.90 saloon. Heater. Green	£695
'52 AUSTIN A.90 Atlantic saloon.	£435	'58 Series WOLSELEY 1500 saloon. Heater. Maroon and Grey	£715
'51 TRIUMPH Renown saloon. Heater	£445	'54 Series ROVER 75 saloon. Green	£715
'54 Series WOLSELEY 6.80 saloon. Heater	£465	'57 Series MORRIS Oxford saloon. Heater. Grey	£725
'54 STANDARD Vanguard saloon. Heater. Blue	£465	'58 FORD Consul saloon. Heater. Blue	£735
'54 MORRIS 6 saloon. Heater	£485	'57 WOLSELEY 15/50 saloon. Heater. Grey	£745
'55 STANDARD Vanguard saloon. Heater	£515	'56 M.G. Magnette	£755
'57 Series RENAULT 750 saloon. Blue	£525	'58 Series STANDARD Vanguard saloon. Heater	£765
'55 VAUXHALL Velox saloon.	£535	'57 SINGER Gazelle Convertible. Heater. Red and Black	£765
'58 STANDARD 10 Gold Star saloon	£545	'58 AUSTIN A.55 saloon. Grey	£765
'57 HILLMAN Californian saloon. Left Hand Drive. Ivory and Black	£545	'57 FORD Zodiac saloon. Heater. Grey	£775
'58 AUSTIN A.35 4-door saloon. Green	£545	'57 HUMBER Hawk saloon. Heater. Blue	£795
'58 Series FORD Prefect saloon. Heater	£555	'55 DAIMLER Century saloon. Metallic Grey	£795
'55 AUSTIN A.90 saloon	£565	'56 Series JAGUAR Mk. VII saloon. Overdrive. Grey	£795
'55 MORRIS Isis saloon. Heater	£565	'57 AUSTIN A.95 saloon	£795
'55 VAUXHALL Cresta saloon. Heater. Red	£565	'57 TRIUMPH TR.3 Drop Head coupe. W/wheels. Green	£795
'58 FORD Squire. Heater. Blue	£595	'59 RILEY 1.5 saloon. Heater. Green	£815
'54 AUSTIN HEALEY Sports. Overdrive. Heater. Blue	£595	'59 VAUXHALL Victor Estate. Heater. L'ge rack. Ivory, green	£825
'57 RENAULT Dauphine saloon. Blue	£595	'55 ROVER 90 saloon	£825
'56 MORRIS Isis saloon. Grey	£615	'58 VAUXHALL Velox saloon. Heater. Green	£845
'55 TRIUMPH TR.2, 2-seater Sports. Heater. Red	£615	'57 SUNBEAM Rapier saloon. Heater. Rev. counter. Grey and Blue. Overdrive	£865
'58 STANDARD Companion. Heater. Green	£615	'55 JAGUAR XK140 Fixed Head coupe. Overdrive. Pacific Blue	£865
'57 VAUXHALL Wyvern saloon. Heater	£635	'56 ROVER 75 saloon. Grey	£875
'55 HUMBER Hawk saloon. Heater. Beige	£635	'58 M.G.A.	£885
'55 RENAULT Fregate saloon. Sun visor. Maroon	£645	'57 M.G. Magnette saloon. Heater. Duo Blue	£895
'56 Series WOLSELEY 4/44 saloon. Grey	£645	'57 AUSTIN HEALEY 100-6. Overdrive. Heater. W/wheels. Ivory	£935
'54 DAIMLER Conquest saloon. Blue	£645	'58 AUSTIN A.105 saloon. Automatic. Radio. Duo Grey	£945
'58 METROPOLITAN Hard Top. White and Yellow	£665	'57 Series JAGUAR Mk. 8 saloon. Automatic. Blue	£1,125
'55 HUMBER Super Snipe saloon. Heater	£665	'57 Series JAGUAR 2.4 saloon. Special Equipment. Overdrive. Grey	£1,145
'55 RILEY Pathfinder saloon. Heater. Green	£675	'57 ROVER 105S saloon. Overdrive. Green	£1,195
'58 HILLMAN Minx de luxe saloon. Heater	£685		
'57 VAUXHALL Cresta saloon. Heater. Red and Cream	£695		
'58 VOLKSWAGEN de luxe. Capri Blue	£695		
'54 ROVER 60 saloon. Grey	£695		

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE & WANTED - SPARES & SERVICE

A.C.

ANTHONY CROOK, A.C. distributors.—Order your 1960 models now; new and used A.C.s in stock.—The Roundabout, Hesham, Surrey (20 minutes Waterloo). Tel. Walton-on-Thames 25644. [C1063]

F. FLETCHER & Co. offer:

1949 2-litre saloon, green with beige leather upholstery, radio, engine recently reconditioned, fog and pass lights; £395.

1952 2-litre saloon, red leather upholstery, radio, fog and pass lights, wing mirror; £415; part exchanges, h.p. terms.—69, Beckenham Rd., Beckenham, Kent. Beckenham 6964. [1123]

GATEHOUSE MOTORS, offer:

1950 A.C. black saloon; £395.—Highgate Village, London, N.6. Mountview 4444. [C2021]

SEPTEMBER, 1951, A.C. 2-litre saloon, metallic blue, quite exceptional; £365.

FRIDAY'S (GRAVESEND), Ltd., Rochester Rd., Gravesend, Tel. Gravesend 5211. [C3146]

1950 A.C., an excellent car, bills to show £160 spent in recent overhaul; £285.—St. Botolph's Garage, 12, Magdalen St., Colchester. Tel. 2835. [1246]

1955 A.C. Ace 2-seater, blue with blue upholstery, engine, immaculate car.—Newbury Motors (Worcester), Ltd., Foregate St., Worcester. Tel. 22361. [C2146]

ACECA-Bristol coupe in Metallesse with pearl grey with black and red interior, safety straps, heater, etc., carefully used by titled owner and now offered after rent in our workshops at £1,625 with our written Guarantee, choice of two others from stock and a new example in Green with AC engine. Rudds, the AC distributors, 41 High Street, Worthing 7775. Demonstrations in London daily and elsewhere. [1115]

A.C. Cars Wanted

S. H. RICHARDSON & SON, the M.G. specialists.

WANTED. Aceca Bristol, urgent.—Gold Star Garage, Moorlane, Staines, Colnbrook 2258. [W4151]

ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/P]

GATEHOUSE MOTORS pay cash for good A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021]

H. F. EDWARDS are excellent cash buyers of good A.C.s.—154, Great Titchfield St., London, W.1. Langham 0012.

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

A.C. Spares and Service

A.C. sole distributors, London and Midlands.—European Cars Ltd., 129 Old Brompton Rd. S.W.7. Fre. 7711. [S2157]

FOR good used A.C. saloons and Bucklands special—led repairs and spares contact.—Fletcher & Co., 82, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [10596/R]

ALFA-ROMEO

AN opportunity not to be missed.

1957 registered Alfa-Romeo 1900 super saloon, Alfa red with heater, loose covers, Alfin drums, one owner from new, genuine low mileage, paintwork absolutely unmarked, chromium plating as new, interior trim faultless, the car is fitted with Michelin X tyres, all tools and instruments book are still in their place, the performance of the car is exhilarating, i.e. 75 m.p.h. in 3rd gear and well over 100 m.p.h. in 5th, with an approximate petrol consumption of 27 m.p.g.; price is £1,195 or hire purchase to suit you.—Hills of Woodford, Tel. Buckhurst 9511. [10554]

1954 Alfa-Romeo 1900 Super, good performance and road holding; £645.

TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., W.1. Gro. 9861-4. [C4035]

ALFA-ROMEO Giulietta Sprint, 1956; detachable hardtop; extremely attractive car; exchange considered.—81, Alfretd Road, Winchester. [C4087]

ALFA-ROMEO Giulietta Sprint Velocet, 1957, 15,000 miles, ivory, with tan interior, two owners, full history known, in excellent condition throughout; £1,785.

JACK BARCLAY (SERVICE), Ltd., 16, Berkeley Sq., London, W.1. Mayfair 7444. [C1082]

SALES & WANTS

Turn to page 86 for
Advertisement Form

ALFA-ROMEO

1957 1900 Super, one owner, passed by concessionaires, immaculate throughout; £1,585.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C1046]

GW—Alfa-Romeo 1959 (June) Giulietta Sprint Veloce, red with grey upholstery, 8,000 miles only, one owner, rear seat conversion, completely as new.—M. Salmon, Gordon White & Co., Ltd., Gerrards Cross, Bucks. Gerrards Cross 2077-8. [1255]

1957 (September) Alfa-Romeo Giulietta Spyder, red with black trim, mileage 11,500 approx., one owner, regularly serviced and maintained, superb and immaculate condition.—Sole London distributors, S. Morris & Co., 40 Conduit St., W.1. Regent 0424. [0284/R]

Alfa-Romeo Cars Wanted

WANTED. Alfa-Romeo Giulietta Sprint or Veloce, 1956/7.—Evenings Addiscombe 1510. [1028]

BARTLETT.—Consult us before selling or exchanging your Alfa-Romeo.—27, Pembroke Villas, W.11. Bayswater 0525. [W1013]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-2. [0214/R]

ALLARD

1949 Allard drop head coupe, good condition, any trial; £135.—Brookside Motors, 102, High St., Uxbridge 3184. [1270]

1951 Allard PI sports saloon, many recent replacements, snip; £265.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge, 87513. [1975]

1948 Allard sports tourer, ice blue, very good condition; £195.—Autosales, Ltd., 28-30, High Town Rd., Luton, Beds. Luton 3954. [1253]

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

ALVIS

GE (late) Alvis 3-litre Telford 2-door 4/5-seater coachbuilt drop head coupe, brilliant unmarked ivory cellulose, cherry-red coaches to waist-moulding, glittering chromium, finest cherry-red leather with new matching tailored vyanide hood and beautifully polished interior woodwork; just fully serviced, recent reconditioned engine and general overhaul, fitted near-new tyre, battery, equipped: heater, demisters, screenwashers, tonehorns, reversing light, sun visors, concealed ashtrays, etc.; delightful silent-like performance, one private owner from brand new and looking just like that; written guarantee; 5965; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire. Harpenden 118. [C2000]

EATON MOTORS.

1952 Alvis 3-litre saloon, TC21, twin carb. con- version, H.M.V. radio, 42,000 miles 2 careful owners, would satisfy the most discerning enthusiast; £550.

EATON MOTORS, Eaton Secun 256 (St. Neots). [C2114]

GATEHOUSE MOTORS offer:

1954 (December) Alvis Grey Lady, maroon, one owner; £795.

1954 Alvis Grey Lady grey saloon, 34,000 miles only; £775.

1949 Alvis TA14 black saloon; £395.

1948 Alvis TA 14 grey saloon, immaculate, 12,000 near-new tyres only, one owner; £450.

1937 Alvis Speed 25 saloon, black; £275.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

1933 Firefly, crash box, aluminium body, mechanically sound; £80 o.n.o.—Box 5772. [9965]

ALVIS

BROOKLANDS OF BOND STREET

SOLE London distributors.

NEW Alvis 3-litre saloon and drop head coupe for immediate delivery.

103. New Bond St., London, W.1. Mayfair 8451. [C1029]

BROADWAY MOTORS (HOUNSLOW) offer:

1953 3-litre Alvis drop head coupe, finished in black, red interior, very good condition; £655.—Hansworth Rd. (Hounslow East Tube), Middx. Hounslow 6203. [C1113]

ALVIS Speed 25 sports saloon 1939, black, asiduously maintained, in good condition throughout; £200 or less.—Box 5683.

ALVIS 1938 Speed 25 d.h.c., in good order with all usual extras; £150.—Wilson, 28, Mannville Rd., Keighley. [1287]

1955 Alvis Grey Lady, grey, red leather, very nice condition, Michelin X tyres; £595.—Prynter Service Garage, London Rd., Guildford 5326. [C3055]

ALVIS 14hp saloon 1949 (July), genuine 34,000 miles. A condition to match; £345.—Senior, Stanley St., Wicker, Sheffield T2016. [1169]

1951 (Nov.) Alvis 3-litre d.h.c., radio, heater, 36,000 miles; £375.—507, Plodder Lane, Parnworth, Bolton. Farn. 711. [1043]

1952 privately owned 3-litre Alvis saloon, radio, sale; £445 or fair offer; h.p. arranged.—Harper (Herts) 5507. [1192]

1948 Alvis TA14 saloon, last owner spent over £200 with Alvis's perfecting car then unexpectedly posted abroad; wonderful buy, £375.—Jennings, Richmond 5365. [C3102]

1954 Alvis TC 21/100 Grey Lady saloon, in duo grey with red leather, equipped with heater and radio, engine reconditioned and not yet run in; £540.—Ellis Garage, Oswestry. Tel. 1057 up to 10 p.m. [1510]

1959 Alvis Park Ward 3-litre saloon, blue with tan leather, radio, wire wheels, discs, underseated, etc., 2,000 miles only, owner has now purchased a new drop head coupe Alvis; price £2,575; guaranteed for 6 months.

W. J. SKELLY, Ltd., Scottish Alvis distributors.—Windmillhill St., Motherwell. Tel. 2351. [1253]

295 guns.—Alvis 1952 3-litre saloon, sliding head, leather, heater, screen washers, very good condition; written guarantee; choice of 2; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4016]

Alvis Cars Wanted

PRIVATE buyer would welcome particulars of second-hand Park Ward Alvis saloon.—J. G. Simpson, 1, Albion Park, Loughborough, Essex. Tel. Lou. 4128. [9921]

GOOD Alvis required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/P]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. [W2021]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell-6762. [0084/R]

MANCHESTER Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage, Burnake Lane, Manchester, 19 Rushmore 2874-5. [0653/R]

AMERICAN CARS

DESBOROUGH PARK AUTOS offer:

1957 Buick Roadmaster Riviera, red and white, every extra; £1,750.

1955 Pontiac Chieftain, r.h.d. 2-tone green; £275.

1953 Oldsmobile Rocket 88 saloon; £485.

1950 Chevrolet saloon; £310.

1950 Chevrolet electric convertible; £345.—Oxford 78261. [C2129]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

HALF
WAY
AUTOS.

THE American Car specialists of Essex, Southend
Arterial Rd., East Horndon, Essex, offer for sale:—

1960 Chevrolet Impala, bronze with white top
with a beautiful 2-tone bronze interior,
heater and radio, also power brakes, steering
and windows, automatic transmission, also a thick-pile
matching carpet, this is an exquisite 4-door saloon.

1959 Mercury Montclair, all power equipment, low
mileage, finished in white.

1959 De Soto Fireflight convertible in metallic
silver with red and silver interior, all chrome
and silver dashboard, with power steering and brakes,
also hood, radio and heater fitted, automatic transmis-
sion with press-button setting, a fabulous car with
power-operated seats.

1958 Mercury Park Lane convertible, all power
equipment, in pink with black and white
interior.

1958 Chevrolet Impala convertible, yellow with
2-tone green interior, radio and heater fitted,
power brakes and steering with power hood and auto-
matic transmission, 2-door.

1958 Chevrolet Bel Air, black with 2-tone grey
and white interior, heater and radio fitted.

1958 Ford Thunderbird, automatic transmission,
radio and heater, power steering and brakes,
electrically operated seats and windows, finished in
coral pink and a cream top with matching black and
white upholstery.

1957 Ford Fairlane 500, silver and cream with
grey and white interior, automatic trans-
mission, also radio and heater fitted.

1957 Chevrolet 2-tone green, matching interior,
automatic transmission, radio and heater.

1957 Buick convertible, all extras, red leather
interior, finished in metallic silver.

1956 6-cylinder Ford 4-door Country Squire station
wagon, finished in midnight blue, all extras.

1955 Mercury Montclair convertible, white and
green with matching 2-tone interior, radio
and heater fitted, all-electric hood, windows, seats.

1951 Cadillac, automatic transmission, radio and
heater, many extras, finished in blue and
fawn.

1947 Buick, blue and grey with fawn interior.

FULL hire-purchase and insurance facilities; part
exchange welcomed; demonstration arranged.

HALF WAY AUTOS, Herongate 394. [C2150]

SCOTT CARS.

SEE our advertisement under Buick, Chevrolet, Ford
S Fairlane, Plymouth, Pontiac, Studebaker.

SCOTT CAR, 341-347, Finchley Rd., Hampstead,
London, N.W.6. Hampstead 5676/7779. [C4016]

EDDIE HUBER offers:

1959 Ford Skyliner, 4,000 miles, automatic, all
powered accessories, red and white.

1959 r.h.d. Chevrolet Impala, fitted auto power
brakes, pearl/white.

1958 r.h.d. Plymouth Belvedere, power brakes,
steering, all other extras.

1958 r.h.d. Ford Country Sedan, blue and ivory.

1958 (Series) Chevrolet Corvete, fuel injection,
red white.

1956 Buick Century Riviera sedan, automatic power
brakes, steering, all extras, as new.

1955 Cadillac Fleetwood Sedan, 24,000 miles only.

1955 Packard Patrician, every possible automatic,
powered and electric extra.

TRADE enquiries welcome.

TERMS and exchanges arranged.—352, Eastern Ave.,
Hornsea, Valentine 4673. [C2151]

T. SULLIVAN CAR SALES offer:—

NEW Ford Fairlane for immediate delivery.

NEW Ford Galaxie, r.h.d., immediate delivery.

NEW Ford Falcon, r.h.d., immediate delivery.

1957 Ford Fairlane 500, r.h.d., automatic, self-
seeking radio, many extras, immaculate;
£1,450.—Accorn 5911-2-3. [C4113]

HENLYS offer with 4 months' guarantee:—

1959 series Plymouth Fury, automatic, heater, one
owner, green with green and cream interior;
£2,195.

HENLYS Ltd., Devonshire House, Piccadilly, W.1.
Tel. Hyde Park 9151. [1282]

JOE THOMPSON MOTORS, Ltd., offer the follow-
ing:—

NEW r.h.d. Ford Galaxie, power steering.

NEW r.h.d. Plymouth Fury.

1959 Plymouth Fury, r.h.d.

1958 Nash Rambler station wagon, automatic.

1958 Chevrolet Bel-Air, r.h.d.

1956 Studebaker Golden Hawk.

1955 Studebaker President.

1954 Hudson, r.h.d.

1953 Oldsmobile 4-door saloon.

ALSO

1957 Ford Country sedan, 9-seater, r.h.d.

1958 Rambler Cross Country.

1955 Chevrolet automatic.

JOE THOMPSON MOTORS, Ltd., 91-95, Fulham Rd.,
South Kensington, S.W.3. Tel. Kensington 8696.
[C4028]

AMERICAN CARS

SIMPSON'S OF WEMBLEY.

FIRST and foremost in American cars.

NEW and good quality used.

EARLY and immediate delivery.

SOLE distributors American and Canadian.

MERCURY for United Kingdom.

LONDON agent for complete American Ford range.

INCLUDING new Falcon compact car, and Lincoln.

Mercury, Edsel.

ORDER agent for Imperial, Chrysler, De Soto, Dodge

and Plymouth.

ORDERS taken now for 1960 models.

DELIVERY 60 days approx.

1956 Buick, super hard top, dynaflow trans., radio
and heater, v.s.w. tyres, power equipped,
all extras, colour blue.

1956 Cadillac Fleetwood, immaculate, fully power
equipped windows, etc., radio and heater,
hydraulic colour black.

1955 Cadillac Fleetwood, full power equipment,
windows, steering, etc., hydramatic, colour
black.

1955 Cadillac convertible, full power equipment,
power top, hydramatic trans., colour ice blue.

1954 Ford Ranch Wagon, radio and heater, colour
ice blue/white.

1953 Chevrolet 150, right-hand drive, radio and
heater, colour black and white.

1955 Chrysler New Yorker, 4-door, automatic
trans., radio and heater, colour blue.

1955 Hudson Rambler Super, overdrive, radio and
heater, colour blue.

1953 Chevrolet convertible, radio and heater, all
extras.

1952 Buick Super, radio and heater, all extras.

1953 Buick Super, radio and heater, all extras.

1952 Ford Vedette, radio and heater, all extras.

1950 Buick Special, right-hand drive, radio and
heater, all extras.

1955 Plymouth Savor, radio and heater, 4-door,
all extras.

1954 Ford 9-passenger Country Sedan, Ford-o-
matic transmission, radio and heater, 3 seats.

1955 Ford Thunderbird, hard top, overdrive, radio
and heater, electric seat.

1954 Ford Crestline convertible, Ford-o-matic
transmission, radio and heater, electric top.

1959 Cadillac 4-door hard top saloon, power
brakes and steering, hydramatic transmis-
sion, electric seat and window, all extras.

1959 De Soto convertible, automatic transmission,
radio and heater, power brakes, power steer-
ing, all extras.

1951 Oldsmobile 98, hydramatic transmission, radio
and heater, seat covers, one owner, colour
grey.

1957 Chevrolet Bel-Air 4-door saloon, automatic
transmission, radio and heater, all extras,
colour green/white.

1956 Chevrolet de luxe, automatic transmission,
radio and heater, 2-door hard top, colour
bronze/tan.

ENGLISH, American and Continental cars taken in
part exchange; terms, insurance and tax facilities.

343-355, High Rd., Wembley, Middx. Wembley
3903/8691/4422. [C4015]

HOOKEWOOD GARAGE COMPANY, Reigate Rd.,
Horley, offer:—

1957 Ford Fairlane r.h.d. automatic, radio and
heater, grey and cream; £1,600.

1955 Plymouth Belvedere, r.h.d. automatic, radio
and heater, red; £895.

1955 Ford Customline, r.h.d. automatic, radio and
heater, royal blue; £895.

1950 Chevrolet, grey; £650.

EXCHANGES and hire purchase terms, trade invited.
Tel. H rley 917. [9747]

1952 Nash Rambler de luxe saloon, overdrive,
radio, heater, 2-tone, recon: engine just
fitted; £945.

1950 model Ford Mercury saloon, a very smart
impressive car; low price of £265.—Bray
Motors, 180-184, West End Lane, N.W.6. Hampstead
6490. [C1024]

BRITISH & COLONIAL MOTORS, Ltd., offer the
finest selection of new and used American cars in
the United Kingdom.

DISTRIBUTORS for Chevrolet and Pontiac cars;
agents for all General Motors products.

1960 Chevrolet Impalas and Pontiac Parisiennes
now in stock.

A SELECTION from our used American stock.

1959 Chevrolet Impala 4-door hard top, automatic,
power brakes, aspen green over classic cream,
immaculate.

1958 Chevrolet Bel-Air 4-door sedan, r.h.d., India
ivory over yellow, one owner, very good con-
dition.

1958 Chevrolet Bel-Air 4-door sedan, r.h.d., silver
grey, one owner, immaculate.

1957 Oldsmobile Super 88 4-door holiday sedan,
all power extras, ivory/red.

1956 Pontiac 2-door hard top, V.8, radio, heater,
ivory red, 15,000 miles only, superb con-
dition.

1955 Chevrolet Bel-Air 4-door sedan, r.h.d., V.8,
two-tone green.

1955 Chevrolet Two-Ten 4-door sedan, r.h.d.,
snowcrest white, over black, immaculate con-
dition.

BRITISH & COLONIAL MOTORS, Ltd., 77, St.
Martin's Lane, W.C.2 Temple Bar 3558. [C1027]

1956 Plymouth, radio, heater, whitewalls,
numerous extras, 18,000 miles, one owner;
£850 o.n.o. h.p. available.—Phillips, 12, Beechcroft
Drive, Guildford. [9977]

1954 Packard Super Clipper sa'oon, r.h. '57,
automatic transmission, 35,000 miles, one
local owner; superb condition; terms and exchange;
£745.

ROSS MOTORS, Ltd., 16/20, Stockwell Head, Hinc-
key, Leics. Tel. Hincley 2007. [C0011]

AMERICAN CARS

£875—Mercury 1956 automatic 2-door saloon, left
hand drive, 26,000 miles, one owner, in
faultless condition; h.p. possible.—Wimbledon 1520.
[1215]

1956 Ford Customline automatic, pink and black,
in really magnificent order throughout;
£1,085.

1956 Ford Fairlane automatic, this car is almost
as new; £1,250.

1949 50 Dodge Wayfarer, one owner from new,
full history available, over £400 spent at
Dodge Bros., London, recently.

1954 Pontiac Chieftain, radio, heater, automatic,
i.h.d. in exceptional order; £745.

1956 Mercury Monterey, manual change, brilliant
condition, recon, engine, dark green; £1,295.

SPICERS CAR SALES, Hitchin 2037; many American
cars in stock. [C4131]

CHEVROLET Bel-Air, 1956, black and ivory, immacu-
late, radio, heater, one owner; £1,195; exchanges,
terms.—Embassy Motors, Seabourne Rd., Southbourne,
Bournemouth 48444. [9926]

!!! 1956 Buick Roadmaster fully automatic sedan,
... power steering, radio, magnificent interior and
exterior condition; £1,650; terms, exchanges.—189,
Wellington Rd., Perry Barr, Birmingham. Birchfield
4093. [9951]

LINCOLN STREET MOTORS (B'HAM), Ltd., the
Midland's leading motor agents, sole agents for
the Midland's area for the American and Canadian
Fords for immediate delivery; the full range of 1959
Fairlans, r.h.d., choice of colours.

1959 price, new unregistered Ford Ranchwagon; list
g.r.d.

1959 Thunderbird, early delivery

1959 Lincoln, early delivery.

1959 Mercury, early delivery.

1959 Edsel, early delivery.

1958 Ford Fairlane, r.h.d., choice of four, blue/
white, all with cruisomatic transmissions, mileages
8,000-15,000; prices ranging from £1,695 to £1,895.

1958 Chevrolet Bel-Air, r.h.d., most attractive
car, low mileage; £1,695.

1957 (late) with 1958 features Plymouth Savoy,
right-hand drive, automatic transmission,
power-assisted brakes in magnificent condition; £1,595.

1957 model Ford Thunderbird, finished in red with
white hard top, automatic transmission,
power brakes, electric windows, soft top, genuine 17,000
miles from new, full car as brand new throughout;
£1,850.

1957 Hudson Rambler, r.h.d., genuine low mileage,
in outstanding condition; £1,095.

1956 Plymouth Belvedere, r.h.d., automatic trans-
mission, power brakes, genuine 25,000 miles
from new, in superb condition; £1,095.

1955 Lincoln Capri, fully automatic, power steer-
ing, power brakes, windows, seats, etc., in
really outstanding condition throughout; £1,095.

1954 Packard Clipper, r.h.d. automatic trans-
mission, in superb condition; £895.

1953 Customline automatic transmission, excep-
tional condition; £595.

1952 Oldsmobile, automatic transmission, above
average condition, rare opportunity; £425.

1948 Chrysler New Yorker; £195.

ALL the above and many more to choose from;
most available from 10% deposit, balance repay-
able to suit your own convenience; demonstrations
without obligation anywhere arranged, open 9 till 8,
Sundays 10 till 2.

LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln
L St., Balsall Heath, Tel. Calthorpe 3751-2-3.
[C5153]

THE sensational Chevrolet Impala 4-door hard top
right-hand drive available with V8 engines, automatic transmission, power brakes and
steering, choice of colours, now available for immediate
delivery; terms and part exchanges our speciality.—Sole
Midland Distributors, D. & F. Motors, 6 & 8, Holloway
Head, Birmingham. Tel. Midland 0049. [0110 R]

AMERICAN CARS WANTED
*EDDIE HUBER, Valentine 4674. [W2151]

** SIMPSON'S OF WEMBLEY, 343-355, High Rd.,
Wembley 3903/8691/4422. Top prices. [W4015]

LEX—Sole distributors in the U.K. for Oldsmobile
require good used American cars of all makes.

LEX GARAGES, Ltd., 2, Lexington St., Piccadilly,
W.1. Gerrard 8600. [W4020 R]

BRITISH & COLONIAL MOTORS, Ltd., distributors
for London and Home Counties, require good
Chevrolet cars.—77, St. Martin's Lane, W.C.2. Temple
Bar 3558. [W1207 R]

JOE THOMPSON (MOTORS), Ltd., require American
cars.—91-95 Fulham Rd., S.W.3. Kensington 4553.
[W4028]

WANTED urgent, good American car, please state
particulars, cash, price, no dealers.—Box 5610,
1943. [9943]

ALEX COWLEY AUTOMOBILES requires all type of
American cars.—18-20, Whitfield Place, W.1. Euston
1143 and 2565. [W1136]

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES.

FOR the superb new Star Sapphire; may we demon-
strate this to you?

OFFER the following used examples:—

1959 Armstrong Siddeley Star Sapphire, black and
pearl grey/beige hide, under 1,000 miles;
£2,250.

1959 (model) Armstrong Siddeley Star Sapphire,
duo-tone, 8,000 miles, radio, immaculate con-
dition; £1,995.

ARMSTRONG SIDDELEY specialists for new or used
A. Armstrong Siddeley sales and service.—Portsmouth
Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1955 Armstrong Sapphire, black; £495.—Clerken-
well 4425. Syd. 4648. [1973]

1955 (December) Sapphire 346 automatic saloon
with division, wireless, heater; £725.—Isle-
worth 5252. [C4108]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd., London's largest distributors, offer ever-changing selection of road used Sapphires. All cars have been carefully works serviced by a specialist mechanics and carry our 4 months' guarantee; demonstrations anywhere at any time.

1951 Armstrong Whiteley, preselector, one owner, black with red interior; £445.

1955 Armstrong Sapphire, synchromesh, one owner, black with red interior; £635.

1955 Armstrong Sapphire automatic, one owner, grey and blue with blue interior; £745.

1956 series Armstrong Sapphire, automatic, one owner, black with tan interior; £645.

1956 series Armstrong Sapphire preselector, one owner, black and tan with beige interior; £745.

1957 Armstrong 236 synchromesh, one owner, loose covers, green with green interior; £875.

1959 series Armstrong Starr Sapphire, one owner, tan and cream with tan and cream interior; £2,095.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (C3039)

WINCHESTER MOTOR Co. (Armstrong Siddeley Distributors) offer:—

1958 (Oct.) 234 saloon, an unmarked car, genuine mileage 15,000, one owner; £850.

1957 236 saloon, synchromesh gearbox, beautifully kept, mileage 21,000; £795.

1956 234 saloon, overdrive and radio; £695.

ST. CROSS Rd., Winchester. Tel. 3231. (1106)

CHARLES FOLLETT, Ltd., official Armstrong-Siddeley retailers and repairers, offer:—

1955 Armstrong Siddeley Sapphire 348, automatic transmission, green, one owner, 6 months' guarantee; £695.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1949 Armstrong Lancaster, one owner, black with tan interior; £395.

WINDOVERS, Ltd., The Hyde, Hendon. Colindale 4031. (C4116)

1955 346 Sapphire automatic, black, direct gear, many extras; £750; no dealers. (9935)

Evans, Kin. 7741 (Ext. 27).

1954 Armstrong Sapphire saloon, black with beige upholstery, synchromesh gearbox, excellent condition, through the roof.

G. NORMAN (Victoria) Ltd., 50, Vauxhall Rd., C.S.W.1. Tel. 2211. (1122)

SAPPHIRE 234, March 1958, Corinthian green, overdrive, oclot covers, 11,000 miles, spare unused; £795. Senior, Stanley St., Wicker, Sheffield 27018. (1168)

1954 Armstrong Siddeley Sapphire, pre-selected, black and grey, radio, heater, a very handsome car; £595. Hills of Woodford. Tel. Buckhurst 9511. (1056)

£199—1947 series Armstrong Hurricane drop head coupe, radio and heater, bargain. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

AZ MOTORS offer 1951 Lancaster, beautiful condition; £295!! also 1952 Whiteley saloon, radio, heater; £325. Palmerston Rd., N.W.6. Mai. 4723. Compare our prices. (C1011)

234 Armstrong 1956 (June), o.d., wire wheels, immaculate dark green, one owner, 17,500 miles, a new Michelin X, complete check by Armstrongs September. France, 74, Lenden Rd., Colchester 350. (1023)

1955 (May) Armstrong Siddeley Sapphire automatic saloon, radio, etc., excellent appearance and condition; written 1955. Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. (C1060)

1956 (July) Sapphire 346 automatic, power steering, radio, one owner, 23,000 miles, due colour, absolutely immaculate; £385. Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. (C1046)

225gms—Armstrong Siddeley 1947 Lancaster, two-tone blue/grey, sliding head, heater, one owner, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

Armstrong Siddeley Cars Wanted

HAMTUNE MOTORS of Northampton require:—

346 automatic Sapphires, reg. 1955 onwards, also 234 synchromesh Sapphires that have been driven by careful owners and regularly maintained; we are particularly interested in meeting owners who are considering the purchase of the new Star Sapphire, for which we are distributors, but are prepared to supply any car on an immediate basis or purchase for cash; our representative will be pleased to call anywhere in the country by appointment; all offers of these cars in good condition, together with price required, will be appreciated and will receive our prompt attention.

HAMTUNE MOTORS, Ltd., Armstrong Siddeley Distributors, Park Garage, Wellingsborough Rd., Northampton. Tel. 32095. (T9182)

A LPE & SAUNDERS, Ltd., require 18hp or Sapphire 346 limousines in above average condition.

A & S Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. (W1006)

H. F. EDWARDS are excellent cash buyers of good Armstrong Siddeley. 154, Great Titchfield St., London, W.1. Lancham 0012.

ROWLAND SMITH'S, the Armstrong Siddeley buyers, highest cash prices. Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

ARMSTRONG SIDDELEY SPARES AND SERVICE

FULL repair and overhaul service for Armstrong cars. A.I. Garage (Incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 8161. (1006/R)

Armstrong Siddeley Spares and Service

ARCOT.

KENSINGTON 7301, 7321

ARMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning own units, etc.; all models, ranges pre-post-war, work guaranteed, trade, retail. Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. (10644)

ASTON MARTIN

CHIPSTEAD MOTORS offer:

1958 (June) Mk. III drop head coupe, one owner, 14,000 miles, overdrive, disc brakes, radio, etc. condition as new throughout; £2,685.

1956 Mk. II, hard top, 22,000 miles, radio, etc., maintained regardless of cost, beautiful throughout; £1,655.

142 Holland Park Ave., London, W.11. Park 3445. (C1046)

BROOKLANDS OF BOND STREET

CONCESSIONAIRES for London, S. & E. England.

1958 DB Mark III saloon, fitted overdrive, radio, wonder steering wheel, one owner.

1959 DB Mark III drop head coupe, one owner, 1,500 miles.

1959 DB Mark III saloon, fitted overdrive, fog lamps, wing mirrors, radio (2 speakers), 6,400 miles.

1959 DB Mark III saloon, fitted special series engine, overdrive, radic, safety straps, one owner, 3,700 miles.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

HAROLD RADFORD & Co., Ltd., offer:—

1953 Aston Martin DB2 drop head coupe, grey with red leather, excellent condition; £1,195. Kensington 9642. (C3147)

1955 DB2-4 3-litre, nominal mileage, immaculate condition, radio; £1,575.

1957 Aston Martin 3-litre, chrome wire wheels; £2,100.

1958 Aston Martin Mark III, overdrive, radio; £2,600. C. L. & H. L. Blundell, Ltd., Christchurch Rd., Folkestone 1958. (C1108/2)

A CLAND & TABOR, Weylyn By-Pass, Herts. Welwyn 581-2-3, offer:—

1955 Aston Martin DB2-4, maroon, in perfect trim and condition; £1,475. (C1001)

1957 Aston Martin DB2-4 Mk. II sports saloon, finished in crimson, fitted Servo brakes and dual exhaust system, 27,000 miles, immaculate; £1,975.

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109-139, Eastbank St., Southampton. Tel. 56954-5-6. (C4120)

1957 DB2-4 saloon, immaculate condition, moderate mileage; £1,845. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddeston 4567. (C3601)

1952 Aston Martin DB2, scarlet with fawn interior, chrome wheels, Michelin X, radio; this is a specimen; 2975. Purslow, Abbey Foregate, Shrewsbury 6392. (1175)

1956 3-litre Mk. I saloon, black, beige interior, 43,000 miles, immaculate, new Michelin X, Halda Speedipole, H.M.V. radio; £1,450 o.n.o.—Birmingham, Midland 4174. (9969)

1957 (June) Mark II, low mileage, radio, Afim drums, factory rebuilt engine, one owner, immaculate condition; £1,995. Elmbridge Motors, Ltd., Kingston By-Pass, Twilworth, Elmbridge 2254. (C4081)

1959 Aston Martin DB Mk. III saloon, mid blue with light blue upholstery, twin exhausts, overdrive, 8,000 miles only, excellent condition. Francis Motors, 393, Hummerstone Rd., Leicester. Tel. 65034. (C211)

1954 Aston Martin DB2-4, immaculate condition, engine completely overhauled at Aston's 6,000 miles ago; £1,325. Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (1336)

1956 (May) Aston Martin 3-litre saloon, racing green red interior, radio, undressed, etc., 19,000 miles only, maintained regardless by us, this car is literally without a single blemish, impossible to fault, fully guaranteed; price £1,675.

J. SKELLY, Ltd., Scottish Alvis distributors, Haymarket 6521, Motherwell. Tel. 251. (1294)

1959 (June) Mk. III saloon, 3,042 miles, white, with black hide interior, o'drive, disc brakes, genuinely as new, £2,775; also 1954 3-litre DB2-4 saloon, 21,075; h.p. and exchanges. Jones Garage, Syston, Leics. Syston 2257. (1966)

1956 (October) Aston Martin DB2-4 Mk. II saloon, finished in dual grey with red hide upholstery, fitted radio, heater, chromium wire wheels, spot lamps, badge bar, etc., mileage 20,000, completely immaculate condition; £1,625.

CENTRAL MOTORS (SHEFFIELD), Ltd., Sheffield 29131. (9307)

ASTON MARTIN Cars Wanted

BARTLETT—Consult us before selling or exchanging your Aston Martin. 27, Penbridge Villas, W.11. Baywater 9523. (W1013)

ROWLAND SMITH'S, the Aston Martin buyers, highest cash prices. Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

ASTON MARTIN saloon or drop head wanted immediately, please send details and price required, for prompt cash settlement. 135, High St., South London, E.6. Gra. 5834. (W4032)

AUSTIN A30

WARWICK WRIGHT, Ltd., offer:—

1955 Austin A30 4-door saloon, grey, heater; £385. N.W.2. Gladstone 0041. (C4137)

1954 Austin A30 4-door saloon, grey, one owner; £325. Haskins, Ladbroke 1155. (C3127)

1955 A30 2-door saloon, heater, low mileage; £385. Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. (C1142)

1955 Austin A30 2-door saloon de luxe, Under-sealed, one owner, fitted heater, in excellent condition; £350. Armitage Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (1271)

AUSTIN A30

1956 A30 state car heater, well maintained, smart appearance; £365. Roy's Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. (C3059)

Austin A30 Cars Wanted

ROWLAND SMITH'S, the A30 buyers, highest cash prices. Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AUSTIN A35

CAR MART, Ltd.

OFFER with six months' guarantee.

£465—A35, 2-door heater, reg. 1958

CAR MART, Ltd., 320, Euston Road, N.W. Euston 1212. (C1039)

H. A. SAUNDERS, Ltd.,

1957 A35 2-door saloon, tweed grey, blue upholstery, recorded mileage 23,048, heater; £485.

1957 Austin A35 4-door saloon, green, green upholstery, recorded mileage 13,962, heater; £515.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C3082)

CATERHAM MOTOR Co., Ltd., offer:—

1957 Austin A35, black, red upholstery, 24,000 miles; £450.

CATERHAM MOTOR Co., Ltd., Reigate 2245. (C1187)

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:

1959 Austin A35, privately owned, full range of colours, very low mileage, choice of 12; from £525. Molesey 5465. (1841)

1958 Austin A35 10,000 miles, one owner, special; £475.

TAYLOR & CRAWLEY, Ltd., 42A, South Audley St., Mayfair, W.1. Gro. 6881. (C4036/1)

HARRY NASH selection of beautiful condition Austins

1955 model A30 4-door d/l saloon, black, 24,000 miles; £395.

1955 model A30 2-door d/l saloon, heater, green, one private owner, 24,000 miles; £410.

1958 (July) A35 2-door saloon, heater, Tweed grey, one private owner, 17,000 miles; £497/10.

1959 (Feb.) A35 2-door saloon, heater, palm green, one private owner, 8,500 miles; £525.

SCOOTERS, motor cycles exchanged. 348, King St., Hammersmith, W.6. Riv. 2837/8. (C3130)

A35 October '58, 2-door de luxe saloon, heater, grey, immaculate, B.M.C. guarantee; £475.

WEST LONDON MOTORS, 255, Fulham Palace Rd., W.6. Fulham 0066. (C4095)

1957 (Sept.) A35 4-door saloon, blue, immaculate, 14,000 miles, one owner; £475. Tel. Hillingdon 1379. (1094)

1958 A35 4-door de luxe, cream, red interior, heater; £495. Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 8373. (1072)

1957 A35, one owner, heater, grey with red interior; £475. Campbell Symonds, Alpertun 1515. (C1037)

1958 A35 2-door saloon, blue, heater, wing mirrors, guaranteed; £500. Campbell Symonds, Alpertun 1515. (C1037)

1957 Austin A35, used exclusively as second car, 10,400 miles, heater, h.p. arranged. "Blue Haze," Purze Hill, Purze, Surrey. Uplands 9980. (C125)

1957 (September) Austin A35 4-door de luxe saloon, tweed grey, heater, 14,000 miles, one owner; £475. Dobson, Ltd., Aston Agents, Staines 601. (C1074)

AUSTIN A35, '58, £495; deposit £50, 60 monthly payments of £11/2/8. Shepton Mallet Transport, Ltd., 58, Wilton St., Finsbury Sq., London, E.C.2. Tel. Mon. 7684. (C4157)

445gms—Austin A35, 1957, 2-door, heater, screen washers, excellent condition; written guarantee; terms, exchanges; list, open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4016)

Austin A35 Cars Wanted

A35 vans currently required; top cash prices; full details to J. H. Gains, 2, Chatsworth Ave., Chesham. (9587)

ROWLAND SMITH'S, the Austin A35 buyers; highest cash prices. Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AUSTIN A40

ERIC HAYES, Ltd., offer:—

1954 Austin A40 Somerset convertible, one owner, fitted radio, heater, tonneau cover, an extremely smart car; £365. 13, Bishopbridge Rd., W.2. Ambassador 9266. (C2082)

ARCHIE SIMONS & Co., Ltd.,

1954 Austin A40 Countryman, Gold Seal engine not run in, outstanding. 50, Radington St., W.1. Details, Welbeck 1982, Popesgrove 6267, 6.30-9.00. 19374

ARCHIE SIMONS & Co., Ltd.,

1954 A40 Somerset convertible, general original condition, similar to 1959 car. 50, Radington St., W.1. Details, Welbeck 1982, Popesgrove 6267, 6.30-9 p.m. (1295)

WARWICK WRIGHT, Ltd., offer:—

1959 Austin A40 Farina de luxe saloon, grey and black, red upholstery, heater, 6,000 miles; £665.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4048)

WARWICK WRIGHT, Ltd., offer:—

1954 Austin A40 saloon, black, heater; £415.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

1954, very sound and clean; £425

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. (C4049)

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:

1959 Austin A40 Farina line de luxe, heater, etc., very low mileage, choice of 6, choice of 6 colours; from £485. Molesey 5465. (1840)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40
A40 Somerset (August, '54), heater, black, smart condition; £375.
WEST LONDON MOTORS, 205, Fulham Palace Rd., W.6, Fulham. (C4036)

1951 A40 saloon, reconditioned engine, grey; £355.—Tel. Bordon 125. (C1200)

1949 A40 Devon saloon, immaculate, guaranteed; £240; payments.—Vaughan, 17, Astwood Mews, S.W.7, Pro. 1319. (C4078)

1953 A40, grey, reconditioned engine, 9,000 miles, radio, heater many extras; £405.— (C4005—Eig. 5075)

1953 Austin A40 Somerset, light green, nice condition; £410.—Walters Motors, 356-360, High St., Ponders End, Tel. Howard 1646. (C1353)

1959 (Sept.) Farina-style Austin A40, de luxe specification, black with grey leather, under 200 miles, as new and unused; £645.—Tel. Renown 4576. (C1355)

1954 Austin A40 Somerset saloon de luxe, leather upholstery, heater, grey, in excellent condition; £365.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (C9027)

345 ins.—Austin A40 1954 Countryman Estate, heater, 24-000 miles, choice three. (C1353)

225 ins.—Austin A40, October 1949, grey, brown leather, heater, very good condition; choice 5; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (C4047)

1953 A40 sports convertible, heater, guaranteed; £325; also 1953 A40 Somerset saloon, heater, guaranteed; £410; also 1949 A40 saloon, heater, guaranteed; £275; payments.—Oldfield, 386, Kensington High St., W.14. Wils. 9635. (C5023)

Austin A40 Cars Wanted
ROWLAND SMITH'S, the A40-buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AUSTIN A50
ERIC HAYES, Ltd., offer:—

1957 Model A50, fitted sunshine roof, and overdrive, one owner, grey with red interior, 20,000 miles; £585.—13, Bishopbridge Rd., W.2, Ambassador 8266. (C2033)

£515 11—1956 Austin A50 de luxe saloon, one owner, 24,000 miles, choice three. (C1353)

L AMBS OF WOOD GREEN (Established 1897); 100 L guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 8222. (C2052)

1956 Austin A50, overdrive, unmarked; £550.—20, Staines Garage, 103, The Broadway, N.W.2, Tel. Gladstone 2480 an 0298. (C4158)

1953 (March) Austin A50 saloon, grey, licensed; £485.—P. L. Cranmore, Ltd., Tel. Potters Bar 2040. (C1062)

1955 A50 de luxe saloon, magnificent, guaranteed; £450; payments.—Vaughan, 17, Astwood Mews, S.W.7, Pro. 1319. (C4078)

1956 Austin A50 de luxe saloon, light grey, heater, good condition throughout, blue leather upholstery; £540. (C1182)

COX & Co., Buxton Rd., Hazel Grove, Cheshire. Stepping Hill 4455. (C1182)

1956 Austin A50, green, heater, an excellent family car, in above average condition; £535.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19, Wimbledon 0195, 96-98, Ewell By-Pass, Ewell 2393. (C1054)

AUSTIN A50 de luxe, Speedwell blue seat covers, heater, one owner since new, £525; part exchanges, cars or motor cycles, terms.—Burgess & Inglis Motors (Austin Agents), 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934. (C4017)

Austin A50 Cars Wanted
ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AUSTIN A55
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitstone, N.20. Hillside 6621. (C3042)

1958 Austin A55 de luxe saloon, sun roof, heater, blue; £735; hire purchase facilities available. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitstone, N.20. Tel. Hillside 6621. (C3042)

A1 at Brown's.

1957 Austin A55, fitted with heater, finished in grey; £675. (C1025)

J. BROWN, Ltd., 339, Finchley Rd., N.W.3, Hampstead 2284. (C1025)

CAR MART, Ltd.

OFFER with six months' guarantee.

£650—A55 Cambridge, heater, 17,000 miles, reg. 1951. (C1039)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 13,173, heater; £695. (C4092)

1958 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 15,651, heater; £725. (C4092)

1958 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 11,622, heater; £745. (C4092)

1958 Austin A55 de luxe saloon, duo grey/cream, red upholstery, recorded mileage 13,019, heater; £745. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

J. DAVY, Ltd., Austin agents. (C4092)

1959 Austin A55 Farina de luxe saloon, heater, screen washers, meticulously maintained, one owner exchange, fully guaranteed; £610. (C1069)

180—184, Kensington High St., W.8. Western 7181, 68, North Row, Marble Arch, W.1. Hyde 3511. (C1069)

AUSTIN A55
R. HARDY & SON offer:—

1958 Austin A55 de luxe, black with red upholstery, very overdrive, low mileage, one owner, supplied and maintained by us; £695.—52-55, Marylebone High St., W.1. Hunter 0942. (C6953)

L. F. DOVE, Ltd., offer:—

1959 Austin A55 Mark I, 6,000 miles only, blue; £750.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. (C1077)

H. BEART & Co., Ltd., offer:—

1958 Austin A55 de luxe saloon, finished in duo grey/white with red interior, 14,000 miles only in the hands of one careful owner; £745.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1081)

PHILIP RICKARDS, Ltd., offer:—

1958 Austin A55 de luxe saloon, grey and blue, overdrive, 18,000 miles; £725; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1958 Austin A55 saloon, grey, red upholstery, heater, 10,000 miles; £725. (C4045)

1957 Austin A55 automatic saloon, grey, green upholstery, heater, 4,000 miles; £715. (C4045)

1957 Austin A55 saloon, blue, blue upholstery, radio and heater, 21,000 miles; £685. (C4045)

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cuninghams 6050. (C4045)

GUY SALMON AUTOMOBILES offer:—

1958 Austin A55 de luxe saloon, blue, radio and heater; £685. (C4001)

1957 Austin A55 Cambridge de luxe saloon, duo tone, 16,000 miles; £699.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. (C4001)

GLANFIELD LAWRENCE, Ltd., offer:—

1958 A55, immaculate, guaranteed mileage 9,000; £745.—407, High Rd., N.12, Finchley 0091. (C2053)

NAYLOR & ROOT, Ltd. (established 1920).

AUSTIN A55 saloons; choice of 6, from £625. (C3022)

LAPHAM Junction, S.W.11. Battersea 2252.

J. HUNTER Ltd., Austin agents offer:—

1958 Austin A55 saloon, all extras, unmarked; £725. (C2152)

HUNTER Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6305. (C2152)

TANKARD & SMITH, Ltd. (TOTTENHAM), offer:—

1958 (Nov.) Austin A55 de luxe saloon, tweed grey with red leather interior fitted with sun roof, radio, loose covers, underseal, floor change and many other extras, supplied by us and thoroughly recommended at £695.—226-232, 246-248, High Rd., South Tottenham, Tottenham 0414/5/6. (C269)

D. J. SHEPHERD & Co (ENFIELD), Ltd., offer:—

1957 (October) Austin A55 Cambridge de luxe saloon, court grey with red upholstery, fitted heater, loose covers, clock, many extras, one owner, excellent condition; £699.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009)

HEARSES? We are building deck/hearer bodies on the A55 4-ton chassis; inspection invited. (C4106)

L. F. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens Richmond 1161. (C4106)

1958 (August) A55 de luxe Mark I, 11,000 miles; £750.—Isleworth 5252. (C4106)

1957 A55 de luxe, fitted overdrive; £695.—Robbins, East Putney. Tel. 7881. (C3010)

1958 A55 saloon, green one owner, heater; £725.—Campbell Symonds, Alpertown 1515. (C1037)

1957 A55 de luxe, blue, 12,000 miles, mint; £695.—Tel. Plesman 9432. (C1323)

£675—1957, court grey, heater, wing mirrors, under 20,000.—Oiford, 67, George St., W.1. Welbeck 6899. (C3115)

1958 A55 Cambridge de luxe, 12,500 miles, immaculate, £725; also 1957 de luxe, £670.—Sargeant & Collins, Bromley, Imperial 2242. (C1291)

1958 (March) A55 de luxe, duo tone, under 10,000 miles; £685.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. (C4067)

1958 Austin A55 de luxe, duo-grey, low mileage, one owner, guaranteed; £785.—Clerkenwell 4425, Syd. 4648. (C1323)

1957 Austin A55 de luxe saloon, duo-grey, red interior, overdrive, one owner, low mileage; £735.—Wray Park Garage, Ltd., Reigate 2263. (C1519)

1959 Austin A55, Farina body, blue; £865.—Circus Garage (Brighton), Ltd., Tel. Brighton 28301-2-3. (C1147)

FARINA A55 de luxe, off-white, 4,000 miles, as new; £810.—E. Carr, Roseate, Croydon Ave., Blackpool. Tel. 3470 Croydon. (C1191)

1958 A55 blue and grey, one owner, 15,000 miles, 4 months' B.M.C. warranty; £735.—Woodcote Motor Co., Epsom 1234. (C4143)

1955 Austin A55, heater, one owner, immaculate condition; £685.—Brompton Garage, Ltd., 107-109, Old Brompton Rd., Kensington 2477. (C2055)

A55 Mark 2 1959 de luxe saloon, duo tone, low mileage, as new, B.M.C. guarantee; £810.—West London Motors, 205, Fulham Palace Rd., W.6, Fulham 0066. (C4066)

1957 Austin A55 Mk 1 Tweed Grey saloon, de luxe saloon, nice order; £685.—Central Garage (Irthlingborough) Ltd., Irthlingborough, Northants. Tel. 313. (C1098)

1958 Austin A55 D/L manumatic saloon, twin tone blue and court grey, sun roof, heater and fog lamps, 1st reg. July 1958, recorded mileage 15,000 B.M.C. std.; £685. (C1122)

G. NORMAN (Victoria) Ltd., 50, Vauxhall Rd., S.W.1. Vic 2211. (C1122)

AUSTIN A55
1958 (Sept.) Austin A55, black, fitted heater, floor gear change, one owner car in spotless condition, 16,000 miles; £685.—John Bryant & Sons, Ltd., 193, Aston Rd., Birmingham, 6. Tel. Aston Cross 4851. (C1306)

XXX 1957 (July) Austin A55 de luxe saloon, duotone grey, red leather, one owner, heater, first-class condition throughout; £685; written guarantee; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell. Tel. 5101. (C1079)

XXX—1953 Austin A55 saloon, grey, red interior, heater, 2 wing mirrors, a very carefully maintained one-owner car; £669; written guarantee; terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Epsom. Tel. 5611. (C2201)

1958 A55 de luxe, black, heater, one owner, small mileage, exceptional condition; £745; h.p. terms and exchanges.—E.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Bow. 4087. (C2095)

Austin A55 Cars Wanted
ROWLAND SMITH'S, the Austin A55 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

AUSTIN 16 & 18
HEARSES brochures available, we build deck and bearer on the 16hp chassis. (C1102)

A. L. & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

AUSTIN 16, 1948, sliding head, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

AUSTIN A70
ARCHIE SIMONS & Co., Ltd.

1952 Austin A70 pick-up, in private car original condition.—50, Paddington St., W.1. Details. (C1375)

1953 Austin A70 Hereford leather upholstery, very good condition; £655.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. (C1142)

£395—Austin A70 genuine estate car, 1954 model, bright varnish, 6 str. concealed seating, many extras; lists 100 guaranteed cars.—Bennettons, 1, Clarendon Rd., London, W.11. Perk 5066/7. (C1017)

AUSTIN A90 & A90 (6-cylinder)
SCOTT CARS.

1951-2 Austin A90 saloon, radio, heater, excellent condition; choice of 2.—From £239. (C4016)

SCOTT CARS, 241-247, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C4016)

H. A. SAUNDERS, Ltd.

1955 Austin A90 de luxe saloon, dark green, duo green/beige upholstery, recorded mileage 48,041, heater; £485. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A90 Atlantic hard top coupe, black, radio and heater; £550. (C4137)

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

£275—A90 convertible 1951, power-operated hood and windows, carefully maintained; terms, exchanges.—Searle, Ltd., Sunbury 3014/3567. (C4144)

1955 Austin A90 Westminster saloon, black with red upholstery, one owner, 44,000 miles; £535.—Seager & Co., 175, Perry Vale, S.E.23. Forest Hill 1838. (C1199)

£285—A90 Atlantic sports saloon, 1951 (Sept.), excellent in red with red interior and tailored loose covers, carefully maintained in first-class condition, much better than average in every respect; terms, guarantee.—Baker & Roger, Ltd., at Rudson's Garage, Darkes Lane (opposite Ritz), Potters Bar 6181 or Hatfield 3861 evenings/week-ends. (C1199)

AUSTIN A95
CAR MART, Ltd.

OFFER with six months' guarantee.

£750—A95 Westminster de luxe, radio, heater, reg. 1957. (C1039)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

H. A. SAUNDERS, Ltd.

1957 Austin A95 de luxe saloon, tweed grey/red flash, red upholstery, recorded mileage 19,090, heater; £785. (C4092)

1957 Austin A95 de luxe saloon, cream, blue upholstery, recorded mileage 21,712, automatic transmission, radio, heater; £825. (C4092)

1958 Austin A95 de luxe saloon, cream, red upholstery, recorded mileage 11,299; £815. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

H. A. SAUNDERS, Ltd.

1958 Austin A95 Countryman, duo grey/cream, red upholstery, recorded mileage 15,273, radio, heater, exterior sun visor; £865. (C4092)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

TOM GARNER, Ltd., offer:—

1958 Austin A95 Westminster saloon, blue, heater, radio 13,000; £895. (C1247)

10-12, Peter St., Manchester 2. Bla 9265-6-7. (C1247)

ARCHIE SIMONS & Co., Ltd.

1958 Austin A95, 15,000 miles, all extras, superb condition.—50, Paddington St., W.1. Details. (C1363)

Welbeck 1889, Papegrove 6267, 6.30-5.00.

METROPOLIS GARAGES, Ltd.

1957 (Sept.) Austin A95 Countryman, court grey, red upholstery, one owner, 25,000 miles; £905.—45, Earls Court Rd., Kensington, W.8. Western 4544. (C6033)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A95

COMPTON & FULLER, Ltd.

1957 Austin A95 Westminster, ivory/red, one owner, completely faultless; £695.—Elmers End, Beckenham, Tel. Bec. 3570. [C1170]

SILVERTHORNE MOTORS, Ltd.

1959 A95 de luxe, floor change, radio, duo blue, blue leather, 9,000 miles only, as brand new; bargain £935.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

H. BEART & Co., Ltd., offer:—

1957 Austin A95 saloon, finished in duo grey/blue with blue interior, fitted automatic gear box, one owner, B.M.C. warranty; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

WARWICK WRIGHT, Ltd., offer:—

1958 Austin A95 Countryman estate car, red and grey, red upholstery, heater, 7,000 miles; £985.

1957 Austin A95 saloon, grey and green, green upholstery, heater, 13,000 miles; £775.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

GEORGE HARTWELL, Ltd., offer:—

AUSTIN A95 Countryman 1959, fully automatic, heater, radio, roof rack, 3,000 miles, just as new; £1,350.—35-41, Holdenhurst Rd., Bournemouth, Tel. 26566. [C2079]

1959 (March) Austin A95 saloon, 9,000 miles, quite a new car, exchange—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. [C4067]

1958 Austin A95, one owner, 2-tone green, overdrive, 10,000 miles; £895.—Blue Star Garages, Watford Rd., Wembley, Arn. 7740. [1224]

1958 Austin A95 saloon, overdrive, heater, extras, taxed, green, one owner, immaculate; £1,245.—Blue Star Garages, Watford Rd., Wembley, Arn. 7740. [1245]

1957 Austin A95 Westminster or A95 saloon, automatic, one owner, heater, excellent condition; £850.

FRIDAY'S (SITTINGBOURNE), Crown Quay Lane, Sittingbourne. Tel. 1421, 1422. [18872]

1958 Austin A95 Countryman, colour grey, in excellent condition; £920 or near offer.—White (Camberley), Ltd., Camberley 3443. [19359]

1958 Austin A95 saloon, de luxe, Court grey, Cherry Flag in first-class condition; £855.—Central Garage (Irthlingborough) Ltd., Irthlingborough Northants. Tel. 313. [10897]

JACK ROSE, Ltd., offer: 1958-59 (October) Austin A95 Countryman, floor change, 2-tone green, 9,000 miles, almost unimpaired condition; accept £1,025.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [10365]

1957 (April) Austin A95 saloon, maroon, lamp up, holsters, seat covers, spot lamp, absolutely immaculate, one owner; 3 months guarantee and part exchanges; £775.—M.E.T. Garages, 409 Kilburn High Rd., Tel. Midland 4801. [C3151]

795 gns.—Austin A95 late 1958 Westminster de luxe, grey/red, heater, screenwashers, wing mirrors, one careful owner, small mileage, written guarantee; terms, exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

Austin A95 Cars Wanted

GEORGE NEWMAN & Co. require for cash low mileage Austin A95 cars; 365, Euston Rd., London, N.W.1. Bus. 4466 (12 lines). [W3023]

AUSTIN A99

1959 Austen A99, 190m; £1,176; Farina grey, horizon blue, overdrive, heater.—Ken. 3954. [11154]

AUSTIN A105

METROPOLIS GARAGES, Ltd.

1957 Austin A105 automatic, tweed and Court grey, radio, one owner; £925.—45, Earls Court Rd., Kensington, W.8. Western 4544. [5218]

WARWICK WRIGHT, Ltd., offer:—

1958 Austin A105 (overdrive) saloon, maroon, red and grey upholstery, radio and heater, 13,000 miles; £945.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

BOON & PORTER, Ltd., Austin agents.

LATE 1956 105, automatic transmission, 10,660 miles only, radio, one owner, in truly immaculate condition; £895.

CASTELNAU S.W.13 (nr. Hammersmith Bridge). [C1082]

1957 Austin 105 saloon, overdrive, radio, heater, 21,000 miles; £765.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Bus. 4466. [C3119]

1957 (Sept.) A105 with overdrive, red and white; £795.—Woodcote Motor Co., Epsom 1234. [C4143]

1956 Austin 105, black and grey, radio, etc., taxed, one Walters End. Tel. Howard 1646. [13532]

1957 (May) Austin A105 automatic, light blue/dark flash, heater, overdrive, windscreen washer, clock and fog lights, underseal, Michelin X tyres; £850.—1-2 The Crescent, Surbiton, Elmbridge 0091. [C4161]

1956 Austin A105 saloon, green and beige, green leather, overdrive, one owner, very good condition, taxed, 26,000 miles; £695.—Kerridge, Alton 2192. [C3119]

AUSTIN 105 de luxe 1959, an immaculate one-owner car, finished in tweed grey with red flash, fitted radio and overdrive, 6,000 miles only; numerous extras; £1,085.—St. George's Motors, 123, New City Rd., Glasgow, C.4. [1318]

875 gns.—Austin A105 1958 de luxe, duo grey, overdrive, radio, heater, screenwashers, whitewall tyres, one owner, exceptional, written guarantee; terms, exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

Austin A105 Cars Wanted

GEORGE NEWMAN & Co. require for cash low mileage Austin A105 cars; 365, Euston Rd., London, N.W.1. Bus. 4466 (12 lines). [W3023]

AUSTIN A125 & A135

CAR MART, Ltd.

OFFER with six months' guarantee.

£2150.—A135 l.w.b. limousine, radio, heater, reg. 1212.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

A&S, Ltd. A125 and A135 LWB seven passenger cars. See under Limousines.

ALPE & SAUNDERS, Ltd., (Limousines Purchased), A Providence Court, North Audley Street (Near Selfridges.) Mayfair 2941. [C1006]

AZ MOTORS offer: cheapest 1953 Sheerline at £353.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1949 Austin Sheerline, one owner, reconditioned engine, superb condition throughout; £325.—Robbins, East Putney, Tel. 7981. [C5010]

CAMDEN MOTORS, the limousine specialists, for Princess limousines, 8 models available, 1954-1956; this week's star bargain:—

1955 July 1955 delivery, privately taxed since new, one change of owner, black, brown hide upholstery front and rear, full width occasional, division, twin heaters, twin spot lights, 6 months' written guarantee; £1,895.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire purchase, exchanges. [C1035]

1956 model Austin Princess in black, fitted heater, radio, greenwash, low mileage, all new tyres, this car is spotless throughout; £1,050, all new tyres.

BYWAT GARAGE, Ltd., Carol Green, Berkswell, Nr. Coventry. (Tel. Berkswell 2295.) [9944]

Austin A125 & A135 Cars Wanted

ALPE & SAUNDERS, Ltd., require L.W.B. Limousines and saloons in above average condition.

A&S, Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1006]

EDWARDS want and buy good Austin A125 and A135 limousines.—29-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.

AUSTIN HIRE CAR

WILCOX & CO OF NORFOLK.

1949-51 Austin h.b. car replacement engine from £495.—Viking 2874. [C4152]

CAMDEN MOTORS for Austin hire car limousines, 4 models ready for inspection and immediate purchase, 1950-1952, 3 others in our workshops undergoing extensive reconditioning, ready in about two weeks' time; call, write or phone for details.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire purchase, exchanges. [C1035]

A&S, Ltd. require 14hp Hircars in good condition.

ALPE & SAUNDERS, Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [W1006]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.4. [W4018/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2235 [0541/R]

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9 King St., W.6. Riv. 3665. [0229]

AUSTIN spare parts.

A STOCKS for all models, cars and trucks.

G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444. [0374/R]

AUSTIN genuine spare and specialist service in the

S. MORRIS & COMPANY, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

AUSTIN spares, all models, keen prices.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280.

TANNER BROS. (1918), Motorworks and Coachworks, appointed B.M.C. repairers.—871-5, Fulham Rd., S.W.6. Remond 4494-6. [0899/R]

AUSTIN 7 spares any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R]

C. G. NORMAN (VICTORIA), Ltd., authorized Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R]

AUSTIN & B.M.C. replacement parts and factory

A replacement units for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bedford, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). [0399/R]

AUSTIN-HEALEY

NEWMAN'S, Ltd.

1958 (August) Austin-Healey Sprite, over £40 extra, low mileage; £595.

NEWMAN'S House, 235-245, Hammersmith Rd., London, W.6. Riverside 4645 (9 lines). [C3024]

CAR MART, Ltd.

OFFER with six months' guarantee.

£795.—Austin-Healey 100-Six 4-seater, o'drive, heater, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

WARWICK WRIGHT, Ltd., offer:—

1958 Austin-Healey Sprite overdrive, blue, blue upholstery, heater, 7,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

AUSTIN-HEALEY

THE CHICKERED FLAG, Ltd.

LONDON'S Leading Sports Car Specialists.

£1285.—Austin-Healey 100/6, 1957, blue, hard wheels, overdrive, radio, rack, hard and soft tops, washers, mirrors, high lift cam. [C1039]

£865.—Austin-Healey 100/6, 1957, blue/white, overdrive, radio, heater, spots, tonneau. [C1039]

£815.—Austin-Healey 100/6, 1957, red/white, radio, heater, 2 tyres, mirrors, washers. [C1039]

£795.—Austin-Healey 100/6, 1957, blue/white, X tyres, washers, tonneau, badge bar. [C1039]

£645.—Austin-Healey Sprite, 1958, green, one owner, heater, tonneau, etc. [C1039]

£635.—Austin-Healey BN1, 1955, red, overdrive, heater, tonneau, X tyre, rack, hard and soft tops. [C1039]

£625.—Austin-Healey Sprite, 1959 model, green, heater, rev counter, washers, mirrors. [C1039]

£625.—Austin-Healey BN1, 1955, red/white, radio, heater, tonneau, overdrive, wire wheels. [C1039]

£595.—Austin-Healey BN1, 1955, red, overdrive, wire wheels, heater, spots, mirrors. [C1039]

£595.—Austin-Healey Sprite, 1958, pale blue, heater, washers, spot lamp, rev counter. [C1039]

THE CHICKERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-495, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-10 week-days. Tel. Chiswick 7871, 2 or 3. [C1124]

DUNCAN HAMILTON & Co. offer:—

1954 Austin-Healey, green, overdrive, heater, tonneau, cover, etc., very well maintained; £495.—33, High Rd., Byfleet 3101. [C1091]

PARK MOTORS (KINGSTON), Ltd., offer:—

1959 (March) Austin-Healey Sprite, off white, radio, heater, rev. counter, one owner; £535.—169-173, London Rd., Kingston-on-Thames. Kingston 7610. [C5124]

1959 (June) Sprite, 5,000 miles, all the extras, including radio and heater; £615.—Surrey, Collins, Bromley, Imperial 2242. [1292]

1958 (Nov.) Austin-Healey Sprite, heater, other extras, 4,800 miles only, as new; £595.—Tel. Oxford 59662. [1345]

1959 Austin-Healey Sprite, 6,000 miles, one owner; 2615.—Autowork Ltd., Southgate Street, Winchester. Tel. 4963. [C1010]

SCOTLAND, The Hillhead Automobile Co., Ltd., 11, Gibson St., Hillhead, Glasgow, W.2. Tel. West 6666 or 6576, The Austin-Healey specialists. [0258/R]

1959 Austin-Healey Sprite, primrose, extras, small mileage; £595.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge, 87519. [19574]

1959 Healey Sprite, 12,000 miles, white, heater, full tonneau, screen washers, etc.; £570; inspection invited.—Tel. Park 1854. [1214]

AUSTIN-HEALEY Sprite, July 1959, de luxe model, over £60 extras, 3,000 miles, as new; £625; car arrange h.p.—Buc. 1773 or Ongar 182. [1185]

1955 model Austin-Healey 100, B.R.G., excellent condition throughout, new Michelin Xs guaranteed; £595.—Campbell Symonds, Wembley, Tel. 313. [C1039]

AUSTIN-HEALEY 2-seater 1955, green, fitted Michelin X tyres rear, one owner, car in excellent condition; £600.—Whites (Camberley), Ltd., London Rd., Camberley. Tel. Camberley 3443. [1266]

1959 (June) Austin-Healey Sprite, 4,000 miles only, rev counter, heater, tonneau, twin horns, as new.—Leifer, Ltd., Bath Rd., Thatcham, Berks. Tel. 3129. [1155]

1955 Austin-Healey, red with black upholstery, condition—Francis Motors, 393, Humberstone, Leicester. Tel. 66304. [C213]

1959 Austin-Healey Sprite, 4,000 miles only, off white with red, underscaled, heater, loose covers, two fog lamps, plus all factory extras, as new; £660.—Craigs, Ltd., Seaford. Tel. 3264. [0534]

1959 Austin Healey Sprite, as new, 3,000 miles only, colour Cherry red; £625.—Central Garage (Irthlingborough) Ltd., Irthlingborough, Northants. Tel. 313. [10897]

1958 Austin-Healey Sprite, 5,000 miles, dark green, unmarked, heater, revolution counter, bumper and overriders, windscreen washers, etc.; £600.—A. & J. Guthrie, 61, High St., Hawick, Roxs. [1988]

1959 Austin-Healey 3,000, under 2,000 miles, ivory, radio, heater, hard top; £1,195.—Richard France Ltd., 252-254, High Rd., Tottenham, N.15. Tot. 6953. [C2118]

625 gns.—Austin-Healey Sprite, June 1959, heater, rev. counter, front bumper, one owner, 7,000 miles, spare unused; written guarantee; choice of 4 terms, exchange.—Rowland Smith, below.

595 gns.—Austin-Healey 100 1955, overdrive, heater, hood and tonneau, whitewall tyres, exceptional; written guarantee; choice of 2 terms, exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

AUTOMOBILIA, Ltd., offer 1957 (July) Austin-Healey 100/6 super sports 2-seater, red/black, red leather, wire wheels, radio, htr., screenwashers, tonneau, low mileage, indistinguishable from new; £820; Byfleet 22. [1143]

AUSTIN-HEALEY Sprite, 3 weeks old, fitted with £100 worth of extras, cost £750; bargain, £695.—Forbes Motors, Ltd., 136-142, Finchley Rd., N.W.3 (Opposite Finchley Rd. Tube Station). Hampstead 9661. [C3111]

ROSE & YOUNG, Ltd., offer: 1957 Austin-Healey 100/6, fitted heater, radio, etc., exceptional condition, black and white; £825.—55-59, St. Nicholas Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tube Hill 6464. [C3057]

1959 Austin-Healey Sprite, one owner, low mileage, in almost new condition, colour cherry red, underscaled, extra include heater, demister, rev. counter, windscreen washer, front bumper and overriders, locking petrol cap, tonneau cover and smart chrome turbo wheel discs; £825.—Blewley & Wilson, Ltd., Bletchley, Bucks. Tel. Bletchley 2321. [19569]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN-HEALEY

G.W. 1959 (February) Healey Sprite, 2-seater sports, green with green upholstery, one owner, full conversion and many extras, 8,000 miles, immaculate condition, cost new over £600; with modifications £645.—R. Bloxam, Gordon White & Co., Ltd., Gerrards Cross, Bucks, Gerrards Cross 2077/8. (C1254)

£555—Austin-Healey 100, 1954, nicely maintained in red, all usual Healey refinements, overdrive, heater, zip tonneau, etc., plus screen washers and chrome luggage grid; yet another example of the value we offer: terms, exchanges, guarantee.—Baker & Roger, Ltd., at Hudson's Garage, Darkes Lane (opposite Ritz), Putney Bar 6181 or Hatfield 3561 evenings/week-ends. (C1199)

1954 (May) Austin-Healey 100 2-seater, black/red, in unique condition throughout, 2 owners, written history available, extras include overdrive, hard top and heater, total mileage 27,500 miles, this car has never been raced or entered for trials and is probably the finest specimen offered for sale to-day, must be seen to be appreciated; £610.—Bells Service Garage, Ltd., 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

Austin-Healey Cars Wanted

RS ROWLAND SMITH'S, the Healey buyers, highest cash prices.—Hampstead Hill St., N.W.3. Ham. 6041. (W4018/8)

BARTLETT—Consult us before selling or exchanging your Austin-Healey.—27, Pembridge Villas, W.11. Baywater 5523. (W1013)

H.F. EDWARDS are excellent cash buyers of good Austin-Healey.—154, Great Titchfield St., London, W.1. Langham 0012. (10511/8)

LOW-MILKAGE Austin-Healey 100/6 and Austin-Healey Sprites wanted.—Hillhead Automobile Co., Ltd., 11 Gibson St., Glasgow. Tel. West 6666/6576. (10511/8)

1959 or 1958 Austin-Healey 100/6 4-str. required, hard top, overdrive, heater, wire wheels preferred, exchange Zephyr 1959 automatic or cash offered. £1,750.—25, Victoria Close, Birmingham. (1346)

AUTO UNION
MOTORS & PLANT (Peterborough) Ltd., the Auto Union and D.K.W. Distributors, offer:—

1959 Auto Union 1000, black, with red upholstery, as new.—Newark Road, Peterborough. Tel. 5559. (1107)

1959 (May) Auto Union DKW 1000 coupe, 3,000 miles, unmarked, taxed year; £1,040.—18, Windsor Court, Jubilee Place, S.W.3. Fla. 3851. (19475)

Auto Union Spares and Service
AUTO UNION.

CONCESSIONAIRES Auto Union (Great Britain), Ltd., Great West Rd., Brentford, Middlesex. Tel. Isleworth 2151. (1062/R)

BEDFORD
BEDFORD utility '55, £350, deposit £12/12/10, 1st of 36 monthly instalments, many others on no-deposit terms.—Shepton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Mon. 7684. (C1457)

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.
OFFER with 6 months' guarantee.

£3750.—Bentley S saloon, radio, heater, reg. 1956.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

CAR MART, Ltd.
OFFER with 6 months' guarantee.

£3950.—Bentley S saloon, radio, heater, reg. 1957.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

MANN EGERTON.
Bentley S series saloon, Tudor grey with red hide, 16,000 miles; £4,100.—14, Berkeley St., W.1. Hyde Park 2073. (C2005)

H C PAUL, Ltd.
1954 Bentley R type saloon automatic, black/grey, brown interior, 52,000 miles; £2,600.

1952 Bentley Mk V standard steel saloon, duo grey, excellent condition; £1,450.

1950 Bentley Mk VI standard steel saloon, duo grey, overhauled full-flow engine; £1,195.

OUR specialised service department is at your disposal.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C3040)

PB Ltd., offer:—

1952 big bore standard steel saloon, black, beige leather, 74,000.

PADDON BRIDGES, 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. (C3033)

LEC
1954 (Nov.) Bentley R-type saloon, automatic gears, black with tan upholstery, authentic 45,000 miles; a beautiful example; £2,625.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Knl. 8661. (C1086)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1958 (July) Bentley S standard saloon, exterior in sage, interior beige hide, one owner, 17,800 miles; £2,025.

1954 Bentley 4½-litre R type saloon, automatic transmission, black pearl, grey hide, two owners; £3,300 m.p.g. £2,550.

1953 (June) Bentley R synchromesh special attractive saloon by Hooper, black over shell grey, grey leather, 54,000 miles, two owners; £2,975.

1949 Bentley 4½ drop head coupe by H. J. Mulliner, replacement engine, Royal blue, recently resprayed, beige hide; £1,550.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey Weybridge 2233. (C4094)

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). (C1082/R)

H. R. OWEN, Ltd.
OFFICIALLY appointed Bentley retailers offer from their large stock of used Bentley cars:

1958 S series Flying Spur Continental saloon, midnight blue with off-white hide.

1958 S series saloon, P.A.S. 8 to 1, steel blue with blue hide.

1957 S series drop head Continental by Park Ward, light green with beige hide.

1957 S series saloon, P.A.S., shell grey with green hide.

1956 S series saloon, midnight blue with grey hide.

1955 S series saloon by Hooper, velvet green and shell grey with grey hide.

1954 R type saloon, auto gears, fawn and dark grey and black, full flow engine.

1952 Mark I saloon by H. J. Mulliner, black with maroon hide.

1949 drop head coupe by Park Ward, black, grey hide.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. (C4133)

JACK SMITH offers:—

1954 Bentley R-type automatic, black/grey, bench seat, magnificent condition, 58,000 miles; £2,350.

1952 (series) Bentley big-bore Harold Radford Countryman, blue/grey, 53,000 miles only, completely equipped with all accessories, excellent condition; £1,750.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. (C4082)

HAROLD SMITH, Ltd.
1950 Bentley SS saloon, 2-tone grey, nominal mileage, excellent condition, both mechanically and cosmetically; £1,175.

1936 Freestone & Webb, top hat saloon, in shell unit now being fitted; £650.

129—131, Park Rd., N.W.8. Tel. Paddington 4295. (C4156)

EVANS & O'MALLEY offer:—

1950 Bentley standard steel, duo grey with grey upholstery, an absolutely immaculate car in specimen condition, only 15,000 miles since a new full-flow engine was fitted this was done in 1958; we feel certain that even the most critical purchaser would not fault this description; £1,225.

1950 Bentley standard steel, black with brown upholstery, full-flow engine, an extremely clean car which has quite evidently been well cared for; £1,135.

1949 Bentley James Young 2-door razor edged sports saloon, full-flow engine fitted in 1953, 43,000 miles, mechanically quite good but interior condition below our normal standard, we consider the car to be very reasonably priced at £800.

EVANS & O'MALLEY 12, William St., Knightsbridge, S.W.1. Tel. 1355. (19378)

SANDERSON & HOLMES, Ltd.
THE official Rolls-Royce and Bentley retailers and repairers for Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

LONDON Rd., Derby, also Bentley House, London Rd., Leicester. Tel. Derby 47471 & Leicester 59685. (C4073)

S. P. BROUGHTON & Co., Ltd.
OFFICIAL retailers Rolls-Royce and Bentley cars. Comprehensive range of used Rolls-Royce and Bentley cars (1947-58), all with 12 months' guarantee, always in stock.

S. P. BROUGHTON & Co., Ltd., Grove Garage, Cheltenham. Tel. Cheltenham 55374-5-6. (10334/R)

MASCOT MOTORS, Ltd., offer:—

1936 4½-litre Freestone & Webb razor-edged sports saloon, colour black, green leather, immaculate, together with a large selection of pre- and post-war Bentleys, all guaranteed and overhauled; please write or telephone for full details.

237, Kensal Road, W.10. Labrook 1231-2. (C3007)

JAMES TAYLOR AUTOMOBILES.
RETAILERS and repairers Bentley and Rolls-Royce cars, offer a selection of used but reconditioned Bentleys: drive yourself demonstrations on:—

1957 Bentley S-type, 2-tone grey/red hide interior, speedo reading 55,000, almost as new; £4,395.

1954 Bentley R-type Bentley fully automatic 4½-litre 4-door sun saloon, in Tudor grey, radio and heater, beautiful throughout; £2,450.

1953 Bentley R type S.S. saloon, black over grey, red interior, extras, low mileage; £1,995.

1951 Bentley Mk VI S.S. 4-door sun saloon, in Tudor grey, beautiful throughout; £1,295.

1949 Bentley 4½-litre 4-door sun saloon by Freestone & Webb, in black and shell grey, just completed major overhaul, beautiful car; £1,195.

ANY others to choose from.

JAMES TAYLOR AUTOMOBILES, Bentley House, Finsdon Rd., Worthing, Sussex. Finsdon, 3022. (C4027)

JACK BOND (VINTAGE AUTOS).
ENGLAND'S finest selection of pre-war Bentleys, all immaculate and guaranteed.

£495.—38 4½, full razor edged top hat saloon by Freestone & Webb, beautiful condition.

£385.—35 3½ d.h. coupe, superb condition.

£295.—35 3½ sports saloon, recent engine overhauled, immaculate, paintwork as new.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5929/8330. (C4079)

BENTLEY (3½, 4½-litre and New 4½-litre)

CLARKE & SIMPSON, Ltd., offer:—

1956 (November) Bentley S, fitted with superb 4-door sports saloon coachwork by Hooper, exhibit at the 1956-57 Motor Show, duo-green with beige hide, 50,000 miles only, full Bentley service history; £4,975.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. (C1044)

NEWBURY MOTORS (WORCESTER), Ltd.
OFFICIAL retailers of Rolls-Royce and Bentley cars.

1958 Bentley series S saloon, black over sand with beige upholstery, 22,000 miles, power-assisted steering.

1958 Bentley series S saloon, smoke over sage green, green upholstery, 32,000 miles, also power-assisted steering.

FORGATE St., Worcester. Tel. 22361. (C3146)

B. J. HUNTER, Ltd., Austin agents, offer:—

1950 Bentley standard steel saloon, radio and heater, superior condition; £995.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 3205. (C2040)

GEOFFREY DAVIES CARS proudly offer:—

1956 Bentley Continental by H. J. Mulliner, finished in shell grey, magnificent condition; £5,500.

1957 Bentley Series S, finished in Tudor grey and shell grey with grey leather; £4,650.

1955 Bentley Series S, finished in Tudor grey and shell grey with red leather, 17,000 miles only; £3,950.

1952 Bentley Mark VI standard steel, finished in velvet green, tan interior, 4½-litre engine with small boot, excellent examples welcomed.

1951 Bentley Mark VI standard steel, finished in black with red leather, low mileage, extensive overhaul recently carried out, one of the finest examples of this model we have been able to offer for a long period; £1,375.

WE should be pleased to receive details from owners wishing to dispose of any recent Bentley models; confidential terms and part exchanges welcomed.

HEAD Office, 6, Ryder St., St. James's, London, S.W.1. Service and works, Priests Bridge, Mortlake, S.W.14. Tel. Whitehall 7181-2. (19902)

DENHAM'S GARAGE (ESHER), Ltd., offer:—

4½-litre SS saloon, first registered 1951, duo tone 4½ finish, excellent order throughout, new tyres, choice of two from £995.—105-111, High St., Esher. Tel. 2021. (1950)

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1938 Bentley 4½-litre sports saloon by Crosbie & Dunn, black, re-upholstered in Connolly hide with new carpets; this car is in outstanding condition, will appeal to a connoisseur; £475.—226-232, 246-248, High Rd., South Tottenham, N.15. Tottenham 0414-5-6. (19834)

1953 Bentley 3½ saloon, well maintained; £285.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2043)

WILLIAM GORDON CARS OF COVENTRY offer:—

17400 miles only: S series Bentley, pearl black and shell grey, pale blue leather, lamb's wool rugs throughout; this car is positively mint and indistinguishable from new; £4,250.

1951 (Sept.) Bentley 4½-litre, special coachwork by Freestone & Webb, recent £400 check over, finished in black, nominal mileage, an extremely beautiful car in true Bentley condition, original price in region of £5,000, offered at £1,750.

SOVEREIGN ROAD GARAGE, Earlston, Coventry. Tel. 73377/68349. (C2102)

1956 Bentley S series, duo-grey, 44,000 miles, in very beautiful condition; £3,775.

TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., W.1. Gro. 6881-4. (C4036)

1953 Bentley R type, duo-grey, carefully maintained; £1,925.

TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., Mayfair, W.1. Gro. 6881. (C4036)

1950 Bentley Mark VI, duo green with beige interior; £1,175.

WINDOVERS, Ltd., The Hyde, Hendon, Colindale 4031. (C4118)

FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., offer:—

1953 Bentley 4½-litre Mulliner sports saloon, R-type, navy blue and grey; £2,495.—Maidstone 87248. (C1447)

1954 Bentley R type 4-door saloon, immaculate throughout, full history, one owner.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rushline 2874. (C1111)

R. S. MEAD, Ltd., officially appointed retailers and repairers, offer:—

1957 (June) Bentley S-type saloon, black, grey leather, 20,000 miles, immaculate condition; £4,450.

1956 (Oct.) Bentley S-type H. J. Mulliner 4-door sports saloon, black, pearl/black, maroon leather, 21,000 miles, one owner, twin radio, superb example coachbuilder's craft; £4,950.

1954 Bentley Continental, automatic, 4.8 engine, electric windows, special heating, almost new tyres, a superb car; £3,850.

1954 Bentley R type saloon, 35,000 miles, automatic, black, fawn leather, immaculate condition; £2,750.

1951 Bentley Freestone & Webb semi-razor edge sports saloon, 54,000 miles, full-flow engine, immaculate condition; £1,795.

1947 (Nov.) Bentley Mk VI s.s. saloon, black, beige leather, 2 owners, superb condition, new tyres; £750.

BENTLEY DIVISION, Meadoway, Market St., Maidenhead, Tel. Maidenhead 3431. (C3011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
BENTLEY 3½, 1935 a.h. Sedan coupe, in good order; £425.—Riverside 3184. [1042]

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:

1957 Bentley S, power-assisted steering, midnight blue, 25,000 miles, supplied new by us; £4,650. [1095]

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266. [C3010]

SERVICE and Stores: Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. [C3010]

1948 Bentley Mk. VI s.s. saloon, 62,000 miles genuine, one titled owner; £850.—Tiverton Motor Co., Devon. 2268/3. 19985

1957 Bentley S, 2-tones, power-assisted steering, shell grey/tudor grey, grey upholstery; £4,300. [1095]

L OXHAM GARAGES, Ltd., Preston, Lancs. Preston 4245. [1006]

LINCOLN STREET MOTORS (B'HAM), Ltd., The Midlands leading motor agents for the following carefully selected, low-mileage Bentleys:—

1958 Bentley 8 type, power-assisted brakes, and steering, finished golden sand and gunmetal; this car, newer than new, exceptionally low mileage. (June) Bentley 8 type, one owner from new, finished in 2-tone grey, grey hide interior, above average condition; £3,950. [1095]

1954 Bentley R type, black, as new without doubt; the nicest specimen in existence. [1095]

1953 Bentley R type, big 2-tone grey, in magnificent condition; £1,955. [1095]

1952 Mark VI, big bore, small boot, finest example we have ever seen; £1,450. [1095]

1948 Bentley 8 type, standard steel models, choice of three, from £795. [1095]

At the above in Lin. Lincoln St., Balsall Heath, Birmingham. Tel. Callroom 3751-2-3. Terms and exchanges our speciality. Open 9 till 8. Sundays 10 till 2. [C153]

8 months old Bentley 8 saloon, 9,664 miles, indistinguishable from new.—W. Mumford, Ltd., Tel. Plymouth 63481. [1076]

BENTLEY 1948 Mark VI standard steel saloon, superb condition, any trial; h.p. H required £820.—Tel. day Kni 6937; evenings, Kni. 0628. [19478]

1958 (Nov.) Bentley S type, velvet green beige upholstery, radio, etc., as new, 17,000 miles; £5,025. [1095]

TEL. Grimby 3791.—F. G. Bird (Motors), Ltd., Corporation Rd., Grimsby. [19942]

1954 (May) Bentley R type automatic saloon, shell grey, velvet green, excellent order and immaculate appearance; written guarantee; £2,400.—Below. [1095]

1954 (April) Bentley J type automatic saloon, smoke grey, excellent order, good appearance; written guarantee; £2,150.—Below. [1095]

1953 (November) Bentley R type automatic saloon, black with beige hide, excellent order and immaculate appearance; written guarantee; £2,150.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 318. [C1050]

1939 Bentley, Windover body, 4½-litre 4-door, in 1939 good running order; £300; terms can be arranged.—Marks & Boyce, Ltd., 78, Wells St., W.1. Mus. 6162. [1095]

1952 Bentley Mark VI, tudor grey and silver, above average for year; £1,395; part exchange considered and hire purchase facilities.—Broadway Motors, Bexleyheath 5591. [1095]

LATE 1953 Bentley 4-door saloon by James Young, two-tone grey, nice condition, radio, luncheonette, would take another car part exchange; £2,500.—Ashley, Press Heath, Whitchurch, Shropshire. [1133]

1959 Bentley S series standard saloon, finished in Pacific green, with green upholstery, mileage 4,000; price £3,350.—Rippon Bros., Ruddersfield, Bradford, Leeds and Sheffield. [C1510]

AZ MOTORS offer 1948-9 Bentley standard steel saloon, duo tone, magnificent condition, radio, heater, any examination; £795.—Palmerston N.W.6. Mal. 4723. [C1011]

1939 Ward saloon, in excellent order, one previous owner; £695.—Penfold, Barnham, Sussex. Eastern 3001. [1019]

£3575—Bentley S saloon, June 1956, grey, red upholstery, 60,000 miles, carefully maintained, perfect condition throughout.—Healey Wilson, The Manor, Haddenham, Cambs. [1095]

BENTLEY 3½-litre, 1954 sports saloon, super coachwork, black, engine just overhauled by official repairers, in excellent order.—For full details Tel. Huddard Ward 389 (Derby). [1225]

BENTLEY 1954 R type automatic, probably the best B specimen in the country, chauffeur driven, and maintained regardless of cost, very low mileage and reasonably priced at £2,600. [1095]

DICKSON MOTORS (PERTH), Ltd., Crief Rd., Perth, Tel. 3892/3. [T9038]

1956 (July) Bentley S saloon, finished in duo green with beige interior, 34,000 miles, immaculate condition throughout; £3,375.—Reading Automobiles, Ltd., 15, Caversham Rd., Reading, Tel. 53021. [19158]

325ms.—Bentley 1957 4½-litre sports saloon, duo-tone grey, sliding door heater, Ace discs, carefully used; written guarantee; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

EDWARDS & Co. (BOURNEMOUTH), Ltd., 139-143, Old Christchurch Rd., Bournemouth. Tel. 22383. [1095]

Officially appointed Bentley special retailers and repairers for Dorset and South-West Hampshire. We offer you the finest selection of used Bentley cars in the country. [1056]

BENTLEY (Pre-1931)
NOEL ROSCOE, Ltd., offers:—

The finest 3-litre Red Label V.D.P. open fourer sports in the country! 1926, complete history from new, concours winner Kensington Gardens 1958; £650; no offers.—High Rd., Byfleet, Surrey. Tel. 270/4199. [C1313]

CASS'S MOTOR MARITIME require good Bentleys.—S. Warren St., W.1. Eus. 4110/3523. [W1040]

Bentley Cars Wanted
RUSSELL MOTORS require 1952-3-4 Bentley S.S. saloon.—47, Sloane St., S.W.1. Sloane 9288. [W3060]

ALEX COWLEY AUTOMOBILES require all type of Bentleys.—18-20, Whitfield Place, W.1. Euston 1143 and 2565. [W1186]

1952 Bentley required by doctor, big bore low mileage or reconditioned engine, about £1,300.—Tel. Prospect 8411 (after 6 p.m.). [9688]

EDWARDS want and buy good Bentley.—28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [9687]

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W3023]

A 1953 Bentley R type required, must be under 20,000 miles Bentley enthusiast.—Please phone Palmer Green 2503. [9687]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

WE will buy your Rolls-Royce or Bentley car for cash.—Lothams, specially appointed retailers, Preston La.s. Tel. Preston 4242 or 4245. [0836/R]

POST-WAR Bentley required immediately.—G Edwards, Amenbury Lane, Harpenden, Herts Harpenden 118. [W2000]

JAMES TAYLOR AUTOMOBILES urgently require post-war Bentley cars.—Bentley House, Findon Rd., Worthing, Sussex. Findon 3022. [W4027]

H. R. OWEN, Ltd., urgently require low mileage Rolls-Royce/Bentley.—17, Berkeley St., London, W.1. Mayfair 9060. [W4133]

JACK COMPTON, Ltd., require to purchase Mark VI and R-type Bentleys.—30, High St., West Norwood, London, S.E.27. Gipsy Hill 3265/5757. [W1191]

ARNSTON MOTOR CO., Ltd., want to purchase 1949-52 Bentley S.S. saloon, highest price for really well-kept car.—22, Albemarle St., London, W.1. Hyde Park 9525. [10162/R]

WEYBRIDGE AUTOMOBILES, Ltd., official retailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd., Weybridge, Tel. 2233. [10540/R]

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd., Sec page 87. [M1062/R]

J. COMPTON (ESTABLISHED 1921), Ltd.
THE Bentley specialists.

WE hold the largest stock of pre-war Bentley spares in the U.K. repairs and service by Bentley trained staff.—69, Westow St., Crystal Palace, S.E.19. Livingstone 3362-3. [0490/R]

CHARLES POLLETT, Ltd., officially appointed repairers, spare parts, etc.—W.9. Cunninghamham 5936-7-8. [0593/R]

JACK COMPTON, Ltd., the Bentley specialists, all spares for pre-war Bentleys.—30, High St., West Norwood, London, S.E.27. Gipsy Hill 3265/5757. [S1191]

BERKELEY
MPHW for all miniature cars, new and used. Woking 4231. [C1516]

B.M.W.
BROOKLANDS OF BOND STREET
1957 3.2-litre saloon. [C1029]

103 New Bond St., London, W.1. Mayfair 8551. [C1029]

HALF WAY AUTOS, Southend Arterial Rd., E. Horndon, Essex, offer for sale: [C1029]

1957 (model) B.M.W. 502, metallic silver with wood inlaid leather interior, also polished hardwood dashboard, manual gear box, with radio and heater, fitted 4-door saloon; £1,350.—Tel. Heronate 354 265. [C1210]

BOND MINICAR
MPHW for all miniature cars, new and used.—186, Holland Park Ave., W.11. Park 2410. [C1516]

Bond Minicar Cars Wanted
PRIDE & CLARKE—best buyers.—Brixton 6251. [W3068]

ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BORGWARD
RH
RODNEY HOWARD, Ltd., Sole London Distributors, offer:—

1959 TS75 coupe de luxe, very low mileage, and fitted all extras, indistinguishable from new; £1,795. [C12136]

1958 Kombi estate car, fitted Bosch radio, whitewall tyres and in very good condition; £1,075. [C12136]

1956 Kombi estate car, one owner, low mileage, exceptional condition throughout; £845. [C12136]

1956 TS75, immaculate dual-tone coachwork and very good general condition, fitted all normal extras; £795. [C12136]

1955 Isabella saloon, outstanding example of this model fitted many extras; £645. [C12136]

PART exchanges welcomed and confidential credit terms arranged. [C12136]

RODNEY HOWARD, Ltd., 16, Albemarle St., London, W.1. Hyde Park 7166/7. [C12136]

LEC for Borgward. [C12136]

1958 Borgward Isabella TS75 saloon, H.M.V. radio, screen washer, Flamethrower, etc., supplied, maintained and garaged by us from new, 8,000 miles only by a careful owner; £1,025.—Lorraine Engineering Co., Ltd., 29-30, Euston Meads, Queens Gate, S.W.7. Kni. 6981. [C1066]

A CLAND & TABOR, Welwyn By-Pass, Herts. Welwyn 681-2-3, offer:—

1958 model Borgward TS de luxe, grey, every extra, radio, as new; £1,095. [C1001]

BORGWARD

£1025—1959 Borgward saloon 60, one owner, low mileage, extras, condition as new. [C2158]

HAZELL'S GARAGE, Chesham Rd., Amersham, Bucks. Tel. Amersham 1277-1278. [C2158]

1957 (July) Borgward Isabella, TS saloon, blue, blue interior, 18,000 miles, X tyres, taxed, superb example; £945.—CNK Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

JACK ROSE, Ltd., offer: 1959 (April) Isabella 60 saloon, in red, 9,000 miles, almost unmarked inside and out; accept £1,045.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1958 TS75 de luxe saloon, every extra including Bosch self-seeker radio, low mileage, as new; £1,095.—Manfield Autos, Ltd., High Rd., Brookbourne, Herts. Tel. Hoddeston 4567. [C3001]

1958 series Borgward TS de luxe f.h. coupe, one owner, radio, etc., a most attractive car, finished in cream and red, immaculate appearance, cost over £2,000, written guarantee; £1,395.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

Borgward Cars Wanted

RODNEY HOWARD & Co. Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyde 7166. [0965/R]

BLACK & WHITE GARAGES.
THE Midlands' leading specialists for—

BORGWARD cars, estate cars and coupes, trained mechanics, spares, accessories; distributors for Bosch and Heila Electric distributors for Continental tyres; used Borgward cars often available; send for lists. [0202]

BLACK & WHITE GARAGES—Tel. 331 and 231 B. Harington, Evesham. Part exchanges; hire purchase; insurance; open all weekends. [0202]

BRISTOL

ANTHONY CROOK, largest distributors of Bristol cars, in the world, sole concessionaires for the new lightweight Bristol-Zagato Grand Touring car, invite you to inspect the 1960 models. [C1063]

A BRISTOL 406 combine all the most desirable qualities of motorcar, excellent road holding, steering and braking, good fuel economy (26mpg at 60mph), high cruising speed, add to this magnificently finished coachwork which has gained for the Bristol 406 the first prize for cars up to £4,000 (excluding purchase tax) at the Earl's Court Coachwork Competition. [C1063]

ARRANGE a demonstration run. [C1063]

ANTHONY CROOK offers a huge selection (over 30) of used Bristol cars, all models, at special prices. [C1063]

ANTHONY CROOK MOTORS, The Roundabout, Hersham, Surrey (20 minutes Waterloo). Tel. Eshe 4590. [C1063]

R. P. FUGGLE, Ltd., Bristol distributors. [C1063]

1959 406 saloon, 4,000 miles; £3,950. [C1063]

1957 405 drophead coupe, disc brakes, 27,000 miles; £2,450. [C1063]

1956 405 saloon, 14,000 miles; £2,650. [C1063]

1952 401 saloon; £970. [C1063]

BUSHEY HEATH (Herts). Tel. 1645 [C2017]

1949 Bristol 2-litre, grey with beige interior; £555. [C4118]

WINDOVERS, Ltd., The Hyde, Hendon. Colindale 4031. [C4118]

BRISTOL 401 saloon 1951, perfect mechanically, radio, Michelin X tyres, newly reconditioned; £765.—Nixons Garage, Hassell St., Newcastle, Staffs. [1225]

1952 Bristol 401 saloon, reconditioned engine and 52 gear box, radio, excellent condition throughout, choice of three from £795, terms and exchanges. [1009]

ROSS MOTORS, Ltd., 16-20, Stockwell Head, Hinkley, Leics. Tel. Hinkley 2007. [1009]

1956 Bristol 405 saloon, black with red leather, fitted H.M.V. push-button radio, 30,000 miles genuine, superb example.—Francis Motors, 395, Humberstone Rd., Leicester. Tel. 66304. [C2151]

Bristol Cars Wanted

ANTHONY CROOK, the world's largest cash buyers.—Eshe 4590, Surrey. [W1063]

BARTLETT—Consult us before selling or exchanging your Bristol.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013]

GOOD prices given for well-kept Bristol cars.—Ross Motors, Ltd., 16-20, Stockwell Head, Hinkley, Leics. Tel. Hinkley 2007-8. [T9067]

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Bristol Spares and Service

ANTHONY CROOK, largest spares and service organisation outside the factory; cars accepted from all parts of the country; specially trained staff working solely on Bristols since their origin.—The Roundabout, Hersham, Surrey (20 minutes Waterloo). Closed 12 noon Saturday. Walton-on-Thames 23644. [S1065]

R. P. FUGGLE, Ltd. (Established 1906), Bristol distributors.—Here your Bristol will be carefully attended to; good spare parts service.—Bushey Heath, Herts. Tel. 1645. [S2017]

B.S.A. Spares and Service

BASIL ROY, Ltd. B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144/R]

Buxton Spares and Service

SPARES only.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0071/R]

BUICK

SCOTT CARS.
1955 Buick estate car, power steering, power brakes, radio, heater, outstanding condition. [C1063]

1952 Buick 4-door saloon, right hand drive, radio heater, outstanding condition. [C1063]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 9676/777. [C4016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- BUICK**
MAYFAIR COUNTRY CARS offer:—
1959 Buick Invicta convertible, 3,000 miles, as new, all extras; £3,195.—47, Montrose Place, S.W.1. Belgravia 5654. [C3508]
- HAROLD RADFORD & Co., Ltd.** offer:—
1956 Buick 4-door Riviera Roadmaster, full power equipment, 22,000 miles only; £1,675.—Kensington 6642. [C4147]
- 1959** Buick Invicta convertible, 2,000 miles, powder blue, power steering, power brakes, as brand new, press-button windows; £3,395.
ALEX COWLEY AUTOMOBILES, 18-20, Whitfield Place, London, W.1. Euston 1145 and 2565. [C1186]
- 1958** series Buick Century automatic sedan, power steering, radio, etc.; 12,000 miles only, one owner, condition and appearance as new, cost over £3,000, written guarantee; £1,745.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]
- BUICK Cars Wanted**
SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903/6691/4422. Top prices. [W4015]
- SOLE concessionaires, Lendrum & Hartman, Ltd.** will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C303/R]
- BUICK Spares and Service**
Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C141/R]
- CADILLAC**
1953 Cadillac sedan, automatic, grey, with grey interior; £295.
WINDOVERS, Ltd., The Hyde, Hendon, Colindale 4031. [C1118]
- 1958** Cadillac Fleetwood 60 Special, power steering, press-button windows, heat, foot and door locks, anti-glare windscreen; mileage only 10,000 by one fastidious owner, finished in Ivory.
THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109, 139, Eastbank St., Southampton. [C4120]
- 1952** Cadillac Fleetwood, automatic saloon, power steering, electric windows and seats, radio, etc., etc., maintained in the manner of a Rolls or Bentley terms and exchanges.
AUTOSERVISES (CHELSEA), Ltd., 107, Kings Rd., Chelsea, S.W.3. Flaxman 6635. [C1183]
- Cadillac Cars Wanted**
SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903/6691/4422. Top prices. [W4015]
- JOE THOMPSON (MOTORS), Ltd.** require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]
- SOLE concessionaires, Lendrum & Hartman, Ltd.** will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C304/R]
- Cadillac Spares and Service**
Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C1012/R]
- CHEVROLET**
SCOTT CARS.
1959 Chevrolet Impala, right-hand-drive automatic, power steering, power brakes, radio, heater, absolutely as new.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.2. Hampstead 8676/7779. [C4016]
- RICHARD & GAYTON, Ltd.**
1958 model Chevrolet Bel Air pillarless sedan, radio and heater, hydraulic, 2-tone blue; £1,695.—9-13, Catford Hill, S.E.6. Forest Hill 8994. [C4142]
- 1957** Chevrolet Bel Air pillarless saloon, duotone, r.h.d., one owner, radio, taxed, low mileage, a beautiful specimen, unmarked and perfect in every respect; £1,295.
OKATHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pal. 1023. [C3126]
- 1959** Chevrolet Impala 4-door hard top, r.h.d., V.8, automatic transmission, power brakes, radio, heater, white sidewalls, silver blue, 7,000 miles only.
BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 5586. [C1027]
- Chevrolet Cars Wanted**
SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903/6691/4422. Top prices. [W4015]
- Chevrolet Spares and Service**
CHEVROLET—Concessionaires of the United Kingdom hold good stock of spares, same day service.
B. & C. Concessions, Ltd., 46-50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [C677/R]
- CHRYSLER**
CHRYSLER '56, press-button automatic power steering and brakes, exc. cond.; £1,350.—Box 5734. [C3118]
- 1956** Chrysler Windsor Nassau 2-door 2-tone blue hard top, l.h.d., power brakes and steering, automatic push-button transmission, radio and heater; offers, view by appointment.—Copper Mill 2275. [1075]
- Chrysler Cars Wanted**
SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903/6691/4422. Top prices. [W4015]
- CITROEN**
LEC for Citroens.
1953 (Nov.) Citroen Light 15, black; £425.
1951 (May) Citroen Light 15, grey; £350.
1950 (Sept.) Citroen Light 15, royal red; £325.
All the above have been maintained by us; and details of work carried out are available.—Lorraine Engineering Co., Ltd., 29-30 Elvaston Mews, Queens Gate, S.W.7. Kni. 6661. [C1086]
- CNK MOTORS offer:—**
A MAGNIFICENT selection of Citroen: Light 15s, 1953-1955, also 1954 and 1957 2cv, in beautiful condition and fully guaranteed.
CNK MOTORS, 355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]
- ACE SERVICE STATION.**
CITROEN distributors.
OFFER
WITH 4 months' guarantee:—
1958 (May) DS19 saloon, grey, black roof, blue hide interior, 23,000 miles only, beautifully kept and maintained; £1,195.
1957 (May) DS19 saloon, grey, interior to match, carefully used, in magnificent condition throughout; £1,095.
1958 (February) 2CV van, 17,000 miles only, well kept, in good condition throughout; £345.
1956 2CV cabriolet, maroon, interior to match, well kept, sound throughout; £395.
ACE SERVICE STATION, Les Garages, Ltd., Ace Corner, Stonebridge Park, North Circular Rd., N.W.10.
CALL, write or telephone.—Elgar 5585. [C3134]
- COOMBS & SONS (GUILDFORD), Ltd.**
CITROEN DS19 saloon, automatic drive, power steering, dual brakes, in immaculate condition, low mileage, one owner car, finished in light grey with darker grey top, trimmed in grey and red hide; £1,295.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]
- £175**—1940 Family 15, seven seater, immaculate throughout, 2 owners only.—Lee 4718. [9925]
- T. W. HOLLIDGE, Ltd.**, Citroen agents, sales service.—64, London Rd., Kingston 6201-2-3. [C2124]
- CITROEN** L15, 1948, good condition; £195.—Hale, 95, St. Albans Rd., Watford. [9924]
- TEL**, Worthing 71 for your Citroen.—Worthing Motors, Ltd., Broadwater Rd., Worthing. [C436/R]
- CITROEN** long 15, reg. 1957 de luxe saloon, in outstanding condition; £395.
B&M GARAGES, Ltd., 42, St. Michael's St., Paddington 6977. [C436/R]
- T. N. KENDALL & Co.**, Citroen agents, sales and service.—26-30, Portman Close, W.1. [C149/R]
- 1958** Citroen DS19, maroon and grey, mileage 22,000, fitted radio, taxed, Michelin X tyres, superb condition; £1,195.—Kerridge. Tel. Alton 2224. [C3118]
- 1958** Citroen DS19, 2-colour paintwork and upholstery, fitted radio and taxed, a joy to drive, years ahead of all in its class, one owner, guaranteed; £1,145.
OKATHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pal. 1023. [C3126]
- 1955** Citroen Light 15 saloon, finished in sunset grey with red leather upholstery; fitted heater, screen washers, etc., the condition of this car makes it one of the best examples available; £525.
CENTRAL MOTORS (SHEFFIELD), Ltd., Sheffield 29131. [9208]
- 1955** (June) Citroen Bp 15, this car has been immaculately maintained, and is an outstanding example of this model, fitted extras: 1955 Pantiles Service Garage, London Rd., Guildford 5366. [C3035]
- C. G. NORMAN (WESTMINSTER), Ltd.**, Citroen sole distributors for London, Essex, Kent and Cambridgeshire; service spares and replacement units; fully guaranteed used models, at competitive prices, always in stock.—31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C7056/R]
- 1955** Citroen 6M saloon, 19,000 miles only since almost complete overhaul, details available, condition almost equal to new, many extras including hydraulic suspension; £595; also 1949 Citroen Light 15, only two owners; £225.—Worthing Motors, Ltd., Broadwater Rd., Tel. Worthing 71. [C1139]
- Citroen Cars Wanted**
ID and DS wanted.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165. [W3045]
- CNK MOTORS** urgently require Citroens, particularly model 2CV.—355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052]
- ROWLAND SMITH'S**, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. [W4018/R]
- Citroen Spares and Service**
SOUTH of the Thames.
BALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares. Tel. Croydon 5131-2. [C187/R]
- LEX GARAGES, Ltd.**, Ace Corner, North Circular Rd., Elgar 5585-9.
COMPREHENSIVE range of Citroen spares in stock and specialised service and maintenance. [83134]
- HILLS** operate a round-the-clock 24-hour service for Citroen parts dispatched at any hour by post or messenger train.
HILLS GARAGES (MANCHESTER), Ltd., Port St., Manchester, 1. Tel. Central 4311. Grams: Hills-cars, Manchester. [89158]
- SHERMINGTON'S MOTORS**, Ltd., distributors, W.4. Sales, spares and service.—137-143, High Rd., Chiswick, W.4. Chiswick 6159 and 2065 (night). [C727/R]
- CITROEN** sales and service by highly skilled and experienced mechanics of long standing.—B. & M. Garages, Ltd., 42, St. Michael's St., Paddington 6977. [C1058/R]
- CONVERTED CARS**
KENT—Distributors for Alexander conversions.—Hammonds & Oakwood Garages, Ltd., Crofton Rd., Farnborough. Tel. 52044. [C2148]
- A. SAUNDERS, Ltd.**
1953 Daimler Conquest saloon, black, beige upholstery, recorded mileage 33,400, heater; £475.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]
- HENLYS** offer with 4 months' guarantee:—
1955 Daimler Century, one owner, metallic grey with blue interior; £795.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.2. Tel. Finchley 0061/9782. [C1277]
- J. HUNTER, Ltd.**, Austin agents, offer:—
1951 Daimler Consort saloon, positively unmarked; £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
- WEYBRIDGE AUTOMOBILES, Ltd.** offer:—
1955 Daimler Century saloon, black with red interior, excellent throughout; £695.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233. [C4094]
- MOTORS & PLANT (PETERBOROUGH), Ltd.**, offer:—
1955 Daimler Conquest convertible, metallic green, power operated hood.—Newark Rd., Peterborough. Tel. 5558. [C1109]
- DAIMLER Century** Conquest Mk II automatic saloon, black, one owner, first reg. May 1957; £1,085.
HILLS GARAGES, Port St., Piccadilly, Manchester, 1. Tel. Central 4311. [C1003]
- CHARLES POLLETT, Ltd.**, official Daimler retailers, offer:—
1957 Daimler Century automatic gear box saloon, black and silver, radio, one owner, complete engine overhaul, 6 months' guarantee; £1,175.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
Service and Stores: Barnsdale Yard, off Elgin Ave., S.W.9. Cunningham 5936. [C2010]
- 1957** Daimler Century automatic, one owner, radio; £1,285.—Robbins, East Putney. Tel. 7881. [C3010]
- DAIMLER** 104 automatic, 1957, grey/red, one owner, excellent condition; £1,400.—Smith, 44, Lennox Gardens, S.W.1. [C4082]
- 1954** Conquest Century, maroon, radio, excellent condition; £645.—Clerkenwell 4425. [9672]
- 1955** Daimler Century, moderate mileage, silver and black, in excellent condition throughout; £750.—Windsor 1400. [C1207]
- 1951** Daimler Consort saloon, black, heater, fitted with special hand-operated gear control for one-legged driver, excellent condition; £475.
MARTIN WALTER, Ltd., Folkestone. Tel. 3103 (69). [9578]
- 1955** Daimler Regency saloon, radio, immaculate condition, silver grey, red interior; £925.—Campbell Symonds, Arn. 2246. [C1226]
- 1955** Daimler Conquest saloon, green and beige interior, leather beige, H.M.V. radio, one owner, a most attractive car; £795.
1951 Daimler Consort, black, brown leather, factory reconditioned engine, a very smart and reliable car; £460.—Wray Park Garages, Ltd., Reigate 2263. [C4150]
- 1954** Daimler Conquest Century, in black, with beige upholstery, fitted radio, heater, genuine mileage, 37,000, one retired gen. owner; £750.
WYWAY GARAGE, Ltd., Carol Green, Berkswell, near Coventry, Tel. Berkswell 2295. [9945]
- 1951** Daimler Empress sal., bodywork by Hoopers, in dark green with grey upholstery, in excellent cond. throughout; £750.
C. G. NORMAN (WESTMINSTER), Ltd., 31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1119]
- 1954** Daimler Conquest, black, heater, genuine car, taxed; at £645.—Hills of Woodford, Tel. Buckhurst 3511. [C1057]
- STRATSTONE**, the leading Daimler agents for 35 years, have a comprehensive stock of all types of used Daimlers.—Stratstone, 40, Berkeley St., W.1. [C1035]
- CAMDEN MOTORS** for high class used Daimlers, see advert on page 33.—Camden Motors, Leighton Buzzard 2041. [C1035]
- 1957** Daimler Century, grey and black, one owner, beautiful car, taxed; £970.—Walters Motors, 356-360, High St., Ponders End. Tel. Howard 1331. [C1331]
- AZ MOTORS** offer 1955 Century saloon, absolutely magnificent condition, radio, heater, one owner since new, exceptional offer; £695.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]
- DAIMLER** Straight-eight 7-seater limousine, coachwork by Hooper & Co., electric division, face lift, ward occasional seats, radio, heater, demister, fully equipped and in beautiful condition: what offers?
SPINK, Ltd., Daimler House, Poole Hill, Bournemouth. Tel. 25405. [C1103]
- 1952** Daimler Consort saloon, black, radio, one owner, ocelot seat covers, screen washer, spot lamps, rim finishers, etc.; £430.—Cattermole (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1139]
- MAJESTIC**, August, 1959 de luxe saloon, grey and black with red hide, mileage 1,500 only; £74 to close an estate, virtually brand new and unmarked; £2,050; terms and exchanges. Tel. Birmingham Highbury 2715 or after 7 p.m. South 3018. [9915]
- 375** gns.—Daimler 1950 Consort de luxe saloon, heater, excellent condition, written guarantee, choice of 2; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]
- CASS'S MOTOR MART**—1947 Daimler 24 saloon, black, genuine 34,000 miles; £345; 1952 Daimler Consort saloon, black, £375; 1955 Daimler Century, blue and silver, outstanding condition, £750; exchanges and h.p. entertained.—5, Warren St., W.1. Euston 4110 3523. [C1040]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1953 Daimler Consort, olive green with green upholstery, excellent condition, a very well cared for example of this marque; we understand that this car was built by Daimlers at special request in 1953 and was the last one to leave the factory; thoroughly recommended at £515.
E VANS & O'MALLEY, 12, William St., Knightsbridge S.W.1. Tel. 1353. (1957/9)

THE most exceptional unmarked Daimler Century saloon, finished in translucent grey with grey leather upholstery, H.M.V. push-button radio, heater, Ase Rimblebushers, windscreen washers, tyres as new, taxed. Truly magnificent example of this fine car at £745—Wellbroy Motor Co., 599, High Rd., Leytonstone, Tel. Ley. 4506. (19615)

Daimler Cars Wanted

HAMTUNE MOTORS of Northampton require:—

DAIMLER Conquest and Century saloons, reg. 1955 onwards, that have been driven by careful owners and regularly maintained; we are particularly interested in meeting owners who are contemplating the purchase of another car on an exchange basis, but we would be prepared to purchase for cash; our representative will call anywhere in the country by appointment; all offers of these cars in good condition will be appreciated and will receive our prompt attention.

HAMTUNE MOTORS, Ltd., Daimler Specialists, Park Garage, Wellborough Rd., Northampton, Tel. 32093. (19182)

CASS'S MOTOR MART require good Daimlers:—
 S. Warren St., W.1. Bus. 4110/3523. (W1040)

ROWLAND SMITH'S, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

H. F. EDWARDS are excellent cash buyers of good Daimler—154, Great Titchfield St., London, W.1. Lougham 0012.

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists for Daimler and Lanchester.—Kilddrminster Rd., Croydon. Tel. 5775 and 1147-8. (0668/R)

DEBNAM MOTORS have been Daimler and Lanchester specialists for 45 years, only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421. (0156/R)

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services for Daimler cars, pre-selector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. (0236)

DELAHAYE

CONNORSSEURS only, Delahaye 135M 1949 Model 5-seater sports car, beautiful body, perfect mechanically, 105mph maximum; £345 o.n.o.—Derby 71437. (19225)

D.K.W.

BROWN'S GARAGE (LOUGHTON), Ltd.

1955 D.K.W. Sonderklasse fixed head coupe; £575.

BROWN'S GARAGE (LOUGHTON), Ltd., High Rd., Loughton. Tel. Loughton 6262. (C1034)

D.K.W. Spares and Service

SOLE concessionaires, Mercedes-Benz (Great Britain), Ltd., Great West Rd., Brentford, Middx. (W19) 1. (0191/R)

DODGE

1949-50 Dodge Wayfarer, one owner from new, full history available, over £400 spent at Dodge Bros., London recently.—Snicers Car Sales, Hitchin 2037. (C4131)

EDSEL

ON all matters of sales, spare parts, repairs and service consult us, subsidiary of Ford Motor Co., Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Isleworth 6071. (0749)

ESTATE CARS

G. S. HALL, Ltd., offer:—

1959 (February) Bedford Dormobile 4-berth caravan, one owner, low mileage, radio, heater, twin gas bottles, 2-tone blue and grey; £725—302-306, King St., W.6. Riverside 2881. (C1200)

HILLMAN COMMNER estate 1954, beautiful condition; it's like new, coachbuilt interior, many extras; £420.—Walton-Thames 24693. (1013)

A SPECIMEN 1956 Thames estate, many extras, original condition; £375.—R.L.H. Motors, 599, Kings Rd., S.W.6. Renown 4492/6647. (C13125)

Estate Car Wanted

HILLMAN estate, 1956-77, very low mileage.—Walton 24693 or 166, Green Lane, Shepperton. (1014)

EDWARDS want and buy good Estate cars.—26-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.

FIAT

ANTHONY CROOK, Fiat distributors, all new Fiats on view also used 500, 600, 1100, 1400 cars; when buying a specialised car it's best to consult a specialist; Anthony Crook has been a Fiat owner for 21 years and offers you the benefit of his experience; Anthony Crook sole concessionaires for U.K. for Fiat-Abarth and Viotti (special Italian coachwork on Fiat chassis), visit our 100 car showroom.—The Roundabout, Herzhorn, Surrey (20 minutes Waterloo) Tel. Walton-on-Thames 23644. (C1063)

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£425—Fiat 500 convertible, heater, 8,000 miles, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

METROPOLIS GARAGES, Ltd.

1957 Fiat 1100, grey with blue upholstery, 21,000 miles; £585.—45, Earls Court Rd., Kensington, W.8. Western 4544. (15217)

MAYFAIR GARAGES, Ltd.

ENGLAND'S largest Fiat dealers.

NEW and used models in stock at:

BISHOPSBRIDGE Rd., London, W.2. Amb. 1061 (4 lines), 3-6, Sats 9-5.

S&S MOTORS offer:—

S&S MOTORS, Fiat agents.—All new models from stock.—See below.

S&S—Fiat 600, special tuning accessories, exhaust system, carburettors, manifolds and sumps, etc.; send for list.

S&S—Fiat 1957 500cc, excellent condition, new hood; £275.

S&S—Fiat 1955 600 C station wagons; choice of two from £325.

S&S—Fiat 1956 500, small mileage; £425.

S&S—Fiat 1957 600 cabriolet, 3 months' guarantee; £495.

S&S—MOTORS, London's largest Fiat stockists, spares, service and repair workshop, fully equipped trained mechanics.—Bay, 1644; car sales Pad. 6174. (C4099)

J. DAVY, Ltd., Fiat distributors.

1956 series Fiat 1100 saloon, first registered May 1957, an exceptionally well kept example, complete engine and gear box overhaul just completed by us; £455.

180—184, Kensington High St., W.8. Western 2311.

FIAT 600, 1958, blue, 6,000 miles, new condition; £515 o.n.o.—Imperial 2038. (19772)

1959 Fiat 1100, 10,000 miles, heater, screen washers, as new; £745.—Euston 3526. (19994)

FIAT 1400 saloon, reg. 1935.—Clerkenwell 4425 Syd. 4648. (19676)

1956—one owner, 600 saloon, 15,000 miles, Fiat 2 seater; £395.—Putney 1857. (11022)

CVR—C. V. Rushmer Automobiles, official Fiat agents, immediate delivery new and guaranteed used models.

1955—1400B saloon, 10,000 miles, one owner, as new, guaranteed; £625.

CVR—Fiat 1200 full light, 8,000 miles, one owner, as new; £950.

CVR—Fiat 1100 saloon, 1939, one owner, 8,000 miles, as new; £725.

CVR—Multiple, July 1958, one owner, 7,000 miles, as new, guaranteed; £625.

CVR—Multiple, May 1959, 5,000 miles, one owner, as new; £675.

CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. (C3061)

1938 Fiat 500 coupe, new tyres, hood, etc., economical little car; £95.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1955 Fiat 600, left-hand drive, grey and black with radio, heater, screen washers; £325.—Kion garages, Windsor 2762. (C1215)

1958 Fiat 500, 8,000 miles only; £465.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. (C1210)

1937 Fiat 500 convertible, needs some attention; £75.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge 87519. (19577)

1957 1900 saloon in attractive 2-tone, 5-speed gear box, fluid drive, radio and heater, taxed, one owner; £725.

1955 1100 saloon, TV mods., engine just sleeved and overhauled, attractive blue white 2-tone; £525.

TERMS, exchanges.—Hornby Park Motors, Tel. Blackpool 26838. (C2085)

MPHW for all miniature cars, new and used.

242, Brompton Rd., S.W.3. Kni. 8711. (C1316)

1957 Fiat Multipla Utility, 6 seats, blue/grey, excellent condition; £545.—Tel. Hurstpierpoint 2222. (11159)

£675—Fiat 600 Multipla, 1959, very low mileage, fitted with radio, condition absolutely as new.

—Mantles Henlow Garage, Henlow Camp, Beds. Tel. Henlow Camp 235. (19622)

A grey, incredible performance with economy; £595; terms, 41 High St., Worthing 7775-6. (11115)

MAYFAIR GARAGES, Ltd., June 1956, Grand Lotus, blue and ivory, radio, heater, 30,000 miles, carefully maintained, immaculate throughout, guaranteed; £545.—Bishops Bridge Rd., W.2. Amb. 1061. (C3009)

SLOCOMBES offer one of the rare Fiat 600 convertibles, recent engine overhaul, wheel trims, heater, mirrors, etc.; £475, part exchanges cars or motor cycles; terms, 38-39, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934. (C4107)

HUXFORD & SON, Ltd., will be pleased to accept your enquiries on the new Fiat 1800 saloon, 1800 estate car, 2100 saloon and 2100 estate car; 2100 saloon on show, brochure sent on request; latest h.p. terms and rates available to clients purchasing these models.

—West St., Forcham, Hants. Gosham 7022-3. (C1217)

Fiat Cars Wanted

C. V. RUSHMER—Highest prices for Fiats.—45c, Holland Park Mews, W.11. Park 5731. (W3061)

S&S MOTORS—600s wanted, any distance.—111 Leinster Terrace, W.2. Paddington 6174. (W4090)

GOOD Fiat required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts Harpenden 118. (W4090)

ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Best Fiat cash buyers, private or trade; distance no object.—Bishopsbridge Rd., W.2. Amb. 1061. (0695/R)

Fiat Spares and Service

CMS—S.E. London's leading Fiat specialist for spares, repairs, servicing.—336, Lewisham High St., Lee Green 183/2344. (81104)

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Open 9 a.m.-6 p.m. Monday to Saturdays. (S3063)

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. (0509/R)

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ENGLAND'S largest Fiat dealers.

NEW and used models in stock at:

BISHOPSBRIDGE Rd., London, W.2. Amb. 1061 (4 lines), 3-6, Sats 9-5.

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S&S MOTORS, Fiat agents.—All new models from stock.—See below.

S&S—Fiat 600, special tuning accessories, exhaust system, carburettors, manifolds and sumps, etc.; send for list.

S&S—Fiat 1957 500cc, excellent condition, new hood; £275.

S&S—Fiat 1955 600 C station wagons; choice of two from £325.

S&S—Fiat 1956 500, small mileage; £425.

S&S—Fiat 1957 600 cabriolet, 3 months' guarantee; £495.

S&S—MOTORS, London's largest Fiat stockists, spares, service and repair workshop, fully equipped trained mechanics.—Bay, 1644; car sales Pad. 6174. (C4099)

J. DAVY, Ltd., Fiat distributors.

1956 series Fiat 1100 saloon, first registered May 1957, an exceptionally well kept example, complete engine and gear box overhaul just completed by us; £455.

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FIAT 600, 1958, blue, 6,000 miles, new condition; £515 o.n.o.—Imperial 2038. (19772)

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FIAT 1400 saloon, reg. 1935.—Clerkenwell 4425 Syd. 4648. (19676)

1956—one owner, 600 saloon, 15,000 miles, Fiat 2 seater; £395.—Putney 1857. (11022)

CVR—C. V. Rushmer Automobiles, official Fiat agents, immediate delivery new and guaranteed used models.

1955—1400B saloon, 10,000 miles, one owner, as new, guaranteed; £625.

CVR—Fiat 1200 full light, 8,000 miles, one owner, as new; £950.

CVR—Fiat 1100 saloon, 1939, one owner, 8,000 miles, as new; £725.

CVR—Multiple, July 1958, one owner, 7,000 miles, as new, guaranteed; £625.

CVR—Multiple, May 1959, 5,000 miles, one owner, as new; £675.

CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. (C3061)

1938 Fiat 500 coupe, new tyres, hood, etc., economical little car; £95.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1955 Fiat 600, left-hand drive, grey and black with radio, heater, screen washers; £325.—Kion garages, Windsor 2762. (C1215)

1958 Fiat 500, 8,000 miles only; £465.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. (C1210)

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Fiat Spares and Service

S&S MOTORS, London's largest Fiat stockists, spares, service and repair workshop, fully equipped, trained mechanic.—165A, Westbourne Grove, W.12. Bay, 1644/Pad. 6174. (0145/R)

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high performance cylinder heads, 500, 1100, 508cc in exchange; £15/10.—Derrington, 159-161, London Rd., Kingston, Surrey 5621-2. (81071)

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details (1046)

W. HAROLD PERRY, Ltd., High Rd., Harrow & Weald, Middlesex (opp. Bus depot). (0099/R)

RUSSELL MOTORS, Ltd., offer:—

1957 (June) Anglia de luxe, windscreen wipers, wing mirrors, fog lamp, heater, taxed, 19,000 miles; £395.—47, Sloane St., S.W.1. Sloane 9286. (C3060)

WARWICK WRIGHT, Ltd., offer:—

1956 (October) Ford Anglia saloon, green, heater; £425.

WARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

CATERHAM MOTOR CO., Ltd. offer:—

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

CAR MART, Ltd.
OFFER with 6 months' guarantee.
£485—Ford Prefect saloon, heater, reg. 1958.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]
PERRYS OF HARROW.
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 and 9140 for details
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot) [C1000/R]
WARWICK WRIGHT, Ltd., offer:—
1957 Ford Prefect de luxe saloon, black, red and grey upholstery, heater: £475.
WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

1955 Ford Prefect saloon, green: £389.
MCCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6308-8. [C3083]

DAENHAM MOTORS, Ltd., Ford main dealers.
A FINE selection of Al Ford Prefects always available: phone for our list.—Used Car Dept., Alpertown 2555. [C1066/R]

1957 Ford Prefect saloon, Corfe grey, fitted with heater, one owner: £465.
G & R GARAGE, Ltd., 55, Victoria Rd., Surbiton, Elmbridge 6750. [C3979]

1955 saloon, heater, one owner, immaculate: £439.—Bridge Motors, Leatherhead 2584. [C1136]

1959 Prefect de luxe, heater, 4,000 miles only, beige, first-class condition: £595.—Bromley Rd. P.O., Croydon Tel. 437. [C9920]

1957 (May) Ford Prefect saloon, black, heater: £465.—Cattermole's Garage, Ltd., 78, Pennington Rd., N.1. Tel. 1001. [C1180]

1957 Ford Prefect, heater, beige: £460.—M.E.T. Garages, 409, Kilburn High Rd., Tel. Maids Vale 4801. [C3151]

1956 Ford Prefect saloon, heater, one owner, in very good condition, bargain: £430.—Rey's Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117]

1957 Prefect de luxe, beige, heater, ocelot covers, extras, underseal, immaculate condition: £475.—Bakewell, Cilt. 8551, ext. 2029, or Wem. 8610 evenings. [C1145]

1955 Prefect de luxe, immaculate, mechanically excellent, one owner, heater, quite unrepeatable at £390.—Groves: Car Sales, Guildford, Worplesdon 2747. [C2156]

1955 de luxe Prefect, wonderful condition, A.A. inspection, heater, windscreen washers, underseal, 57000s; h.p. deposit £69.—Parker, 17, Winchester St., Victoria, S.W.1. [C1136]

1958 Ford Prefect de luxe, finished in pale blue with blue upholstery, manumatic gear box, 13,000 miles to the end of the year: £595.—Kings Motors, New Rd., Oxford. Oxford 41681. [C3156]

PARADE MOTORS (MITCHAM), Ltd., offer: 1959 Ford Prefect, blue, 6,000 miles only, as new: £550; part exchanges and hire purchase.—Monarch Garage, London Rd., Mitcham, Surrey. Tel. Mitcham 3992/7186. [C3036]

1956 Ford Prefect, registered Oct. 1955, black, red leather interior, heater, underseal, one owner, mileage genuine 14,000, used weekends only, immaculate condition: unmarked, regularly serviced, genuine bargain, taxed: £460.—Clarke, 124, Shenley Ave., Ruislip, call evenings, weekends. [C1031]

54500s—Ford New Prefect 1958, de luxe, Pembroke coral, check upholstery, heater, one careful owner, small mileage: written guarantee: choice of 3 terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

ROWLAND SMITH'S, the Prefect buyers: highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [C4018/R]

FORD SQUIRE

R. HARDY & SON, offer:—
1958 Ford Squire, blue, heater, one owner, 14,000 miles: £550.—32-55, Marylebone High St., W.1. Hunter 0942. [C1092]

WARWICK WRIGHT, Ltd., offer:—
1955 Ford Squire estate car, beige, red upholstery, heater: £465.
WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

PERRYS OF BOWES ROAD offer:—
1959 (July) Ford Squire, Newark grey, heater, one owner, 4,000 miles: £645.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

1957 Ford Squire, absolutely immaculate: £575.—Hounslow 5532.
1958 Ford Squire, light blue, heater, 16,000 miles, one owner, an trial: £550.—Wray Park Garages, Ltd. Reigate 2263. [C4159]

FORD ESCORT

METROPOLIS GARAGES, Ltd.
1958 Ford Escort, white with red upholstery, spot lamps, one owner, 13,000 miles: £525.—45, Earls Court Rd., Kensington, W.8. Western 4544. [C1133]

FORD CONSUL

A1 at Brown's.
1956 Mark II, low mileage: £650.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

FORD CONSUL

ACE, The Lex, offer:—
1959 (January) Ford Consul saloon, red, grey interior, heater, radio, under 10,000 miles, indistinguishable new: £745.
ACE SERVICE STATION, Lex Garages, Ltd., Ace Corner, Stonebridge Park, North Circular Rd., N.W.10. [C3134]

CALL, write or telephone:—Elgar 5585.
H. A. SAUNDERS, Ltd. [C3134]

1957 Ford Consul saloon, grey, red upholstery, recorded mileage 15,083, radio, heater: £675.
H. A. SAUNDERS, Ltd., 336-342, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

J. DAVY, Ltd., Ford dealers.
1959 Ford Consul saloon, heater, one owner, excellent condition throughout, comprehensive guarantee: £725.
180—184, Kensington High St., W.8. Western 7181, 88, North Row, Marble Arch, W.1. Hyde 2511. [C1069]

H. BEART & Co., Ltd., offer:—
1956 Ford Consul Mark II saloon, finished in Dorchester grey with blue interior, fitted heater: £595.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

WARWICK WRIGHT, Ltd., offer:—
1957 Ford Consul saloon, grey and blue, heater: £675.
WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

1957 Ford Consul saloon, green, fawn upholstery, heater, 27,000 miles: £675.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

PERRYS OF BOWES ROAD offer:—
1957 Ford Consul convertible, ivory, heater: £725.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

ALLAN TAYLOR MOTORS, Ltd., offer:—
1958 Consul convertible, low mileage: £795.
1956 Ford Consul Mark I saloon, one owner, in exceptionally good condition throughout: £545.
HIGH ST., Wandsworth, S.W.18. Vandeyke 7222 (10 lines). [C4104]

HAROLD RADFORD & Co., Ltd., offer:—
1959 Ford Consul Dover white, 5,000 miles, £795
KENTON CENTRAL GARAGE, Ltd., offer:—
FORD Consul 1953, 2-tone, recon. engine, immaculate and guaranteed: £380.—Wordsworth 0251. [C3155]

DAENHAM MOTORS, Ltd., Ford main dealers.
A FINE selection of Al Ford Prefects always available: phone for our list.—Used Car Dept., Alpertown 2555. [C1066/R]

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—
1959 Consul drop head coupe, one owner, heater, choice of colours very low mileage, privately owned: choice of 8 from £865.—Molesley 5485. 19017
TANKARD & SMITH, Ltd. (TOTENHAM), offer:—
1957 Ford Consul saloon, in green, one owner, 14,000 miles since new, spare unused, immaculate: £650.—228-232, 240-248, High Rd., South Tottenham, N.15. Tottenham 0414/5/6. [C1300]

A CLAND & TABOR, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—
1958 Ford Consul de luxe, duo blue, very clean car: £725. [C1001]

CHARLES POLLETT, Ltd., officially appointed Ford retailers, offer:—
1958 Ford Consul, Durham beige, 17,000 miles, heater, 8 months' guarantee: £725.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1957 Consul, ivory, heater, wing mirrors, guaranteed: £650.—Mitcham 2976/7308. [C3164]

1958 Ford Consul saloon, black, radio, 20,000 miles: £650.
1958 model No. 57, Ford Consul saloon, Durham beige, 26,000 miles: £615.
1957 Ford Consul saloon, Wells fawn, 34,000 miles, excellent condition, one owner: £575.
1956 Ford Consul saloon, blue and grey, radio, 34,000 miles: £450.
CHARLES RICKARDS, Ltd., 12, Spring St., Paddington, W.2. Pad. 3440. [C3050]

1955 Ford Consul convertible, excellent condition throughout: £489.
MCCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6308-8. [C3083]

1958 Ford Consul saloon de luxe, one owner, radio and heater, twin spots wheel trims, wing mirrors, immaculate condition: £695.
A. ROTTGS GARAGES, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C3900]

1957 Ford Consul saloon, grey with heater and whitewall tyres, mileage only 25,000, one owner: £675.
BENHILL MOTORS, Ltd., 324-340, High St., Sutton, Surrey. Tel. Vig. 8192-3. [C1140]

1957 (September) Consul Mark II saloon, extras: £675.—Rawlings Tower Garages, Ltd., 229, 931, Fulham Rd., S.W.6. Remown 2281. [C3132]

AZ MOTORS offer: 1957 Ford Consul Mark II, one owner, mp: £6251.—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1956-7 Consul saloons, choice of several, various colours, non self-drive or hire vehicles, all guaranteed: £595.
ARTHUR MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pad. 1023. [C3126]

FORD CONSUL

1958 Consul, black, one owner, regularly serviced, excellent condition: £665.—Haskins, Ladbroke 1155. [C3127]

1957 Consul, in green, heater: £595.—Phillips Motors, 77, Chalk Farm Rd., London, N.W.1. Pri. 6666. [C3106]

FORD Consul 1955, Dorchester grey, outstanding condition, low mileage, heater, credit terms arranged: £469 o.n.o.—Ring Embrook 3745. [C1260]

1957 Consul, heater, radio, black with red interior: £650.—Campbell, Symonds, Alpertown 1515. [C1037]

NOVEMBER 1958 de luxe Consul, radio, superb example: £735, or deposit £75.—Cole & Kirby, Kingsbury Circle, N.W.3. Wordsworth 8621. [C1053]

1958 (late) Ford Consul Brecon Grey saloon, one owner, moderate mileage: £725.—Central Garage (Irthlingborough), Ltd. Tel. 113. [C1099]

4000 miles, 1957 saloon, one owner, as new: £650.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5751. [C3061]

1957 Consul Mk. II Sarum blue de luxe, extras, immac. cond.: £650.—44, Gelsthorpe Rd., Collier Row, Romford, Essex. [C9594]

CONSUL 1956 I saloon, htr., one owner, genuine 15,000 miles, in outstanding condition, 2 in one black/blue: £500.
B&M GARAGES, Ltd., 42, St. Michaels St., Paddington 6877. [C4081]

1958 Ford Consul Mark II, radio, heater, seat covers, 28,000: £735.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [C4140]

1955 (May) Ford Consul Mark I saloon, black, low engine: £465.—Cattermole's Garage, Ltd., 79, Pennington Rd., N.1. Tel. 1001. [C1180]

1958 (May) Ford Consul saloon, Durham beige, red roof, 13,882 miles, radio, heater: £715.
M.E.T. Garages, 409, Kilburn High Rd., Tel. Maids Vale 4801. [C3151]

1956 (Aug.) Ford Consul Mk. II saloon, Carlisle blue/duotone interior, radio, heater, etc. one well known owner, low mileage, excellent order and guaranteed. £615.
A.TWOOD GARAGE, Altwood Road, Maidenhead, Tel. Littlewick Green 703. evenings and weekends. [C1107]

1957 Ford Consul convertible, radio, heater, spot-lamps, primrose yellow, excellent: £695.—L. F. Dove (C.V.) Ltd., 96-98, Lower Addiscombe Rd., Croydon. Add. 3151. [C9913]

1954 Ford Consul saloon, heater, duo tone blue and beige, spotlamps: £415.—L. F. Dove (C.V.) Ltd., 96-98, Lower Addiscombe Rd., Croydon. Add. 3151. [C9913]

1958 (August) Consul, one owner, genuine 13,000, we supplied new, maintained since, faultless, immaculate throughout: £575.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0931. [C931]

1957 Ford Consul convertible, Brecon grey/red, fitted with every sensible extra, underseal, taxed, unmarked, low mileage, highly recommended, 3 months' guarantee: £725.
OAKTHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green. Pal. 1023. [C3126]

1955 Consul export model, blue, overdrive, Laystall conversion, underseal, Michelin X tyres, radio and heater, overriders, etc. 35,000; £485; h.p. arranged.—20, Southdown Rd., Wimbledon, S.W.20. Win. 4598. [C1044]

XXX 1957 Ford Consul saloon, beige, fawn beige interior, heater, wing mirrors, excellent condition throughout: £615; written guarantee, terms, exchanges.—H. F. Edwards, 23-24, Upper High St., Epsom. Tel. 5611. [C2001]

54500s—Ford Consul October 1956 Mark II, heater, excellent condition; written guarantee; choice of 4 terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

1959 (January) Ford Consul de luxe, duo blue, fitted heater, radio, twin spot and reverse lamps, wheel discs, one owner, 7,000 miles only: £795.
Ford Garage, Whitefield Rd., New Milton, Hants. Tel. New Milton 489. [C1222]

FORD Consul new Flowline Mk. III saloon, 1959, colour Ambassador blue with matching interior, a genuine low mileage, one-owner car fitted with heater, Ace Rimsellishers, screen clean, absolutely as new, taxed: £735.—St. George's Motors, 128, New City Rd., Glasgow, C.4. [C1516]

1958 Consul, 13,000 miles only, one owner, radio, central heater, wheel trim: £745; another in black, £715; another, 1959, 8,000 miles, beige, £745; part exchanges, cars or motor cycles, h.p. terms.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 5934. [C4017]

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Consul buyers: highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [C4018/R]

NEW Consul drop head wanted, 1958 Victor Super part exchange.—Tel. Camberley 1600 ext. 230. [C981]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offer:—
1956 Zephyr convertible, blue, power top, heater, etc.: £725; hire purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

CAR MART, Ltd.
OFFER with 6 months' guarantee.
£615—Ford Zephyr saloon Mk. II, radio, heater, 17,000, res. 1956.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CROFTON GARAGES, Ltd.
1958 Ford Zephyr, finished in green and Arundel grey, fitted with radio and heater, low mileage, immaculate car: £765.—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

ELM AUTOSALES offer:—
1957 (Oct.) Zephyr Mark II. Ivory and blue, radio and heater, many other extras, 12,000 miles only, one owner, like throughout: £765.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ERIC HAYES, Ltd., offer:—

1957 (October) Ford Zephyr in green, one owner, radio and heater: £685.

1955 Zephyr saloon, one owner, leather upholstery, heater, excellent condition: £470.—13, Bishopbridge Rd., W.2. Ambassador 5266. [C2053]

LOOKING for an automatic?

WANTED!—Good home for our Zephyr demonstrator, 1959 (Feb.), white capped red; we could even guarantee this one at £925.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1097]

METROPOLIS GARAGES, Ltd.

1957 Ford Zephyr, green with beige upholstery, radio: £655.—45, Earls Court Rd., Kensington, W.8. Western 4544. [1132]

RUSSELL MOTORS, Ltd., offer:—

1958 model Zephyr saloon, heater, wing mirrors, windscreen washers, one owner, taxed, small mileage: £625.—47, Sloane St., S.W.1. Sloane 9288. [C3060]

WARWICK WRIGHT, Ltd., offer:—

1958 Ford Zephyr Phase II automatic saloon, grey, blue upholstery, heater, 13,000 miles, 1955 (October) Ford Zephyr saloon, cream, beige upholstery, heater, 12,000 miles: £745.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

COOMBS & SONS (GUILDFORD), Ltd.

1958 Ford Zephyr with the well-known Farnham estate body, finished in blue with matching interior, July 1958, low mileage, fitted with a heater, etc., also has the full flat-floor conversion: £1,295.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]

NAYLOR & ROOT, Ltd. (Established 1920)

1953 Ford Zephyr, Canterbury green, htr., very attractive, any trial: £395.

CLAPHAM Junction, S.W.11. Battersea 2252 [C3022]

HENLYS offer with 4 months' guarantee:—

1957 Ford Zephyr, heater, one owner, ivory with grey and red interior: £695.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1295]

DAGENHAM MOTORS, Ltd. Ford main dealers.

A FINE selection of All Ford Zephyrs always available: phone for our list.—Used Car Dept., Alper-ton 2535. [C1066 R]

1954 Zephyr convertible, white, power hood, very clean car: £450.

WOOD & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

1959 Zephyr, grey, 8,000 miles only, in new condition: £795.

WOOD & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

1957 Zephyr convertible, car hood, radio, etc.—Ger. 3970. [9996]

1958 Zephyr, black, overdrive, radio, as new: £825.—Ger. 3970. [9995]

£450—1955 model, black, one owner.—Oxford, 67, George St., W.1. Welbeck 6999. [C5115]

ALWAYS in stock Ford Zephyr estates and convertibles, for immediate delivery.

GILBERT RICE, Ltd., Ford main dealers, Horsham, Sussex. Tel. Horsham 4331. [1304]

1956 Zephyr Mark II, green, heater, radio, spot lamps, etc.: £635.—Campbell Spence, Alper-ton 1515. [C1037/1]

1954 (Nov.) Zephyr, 2-tone, fawn/ivory, heater, etc.: £635.—Purslow, Abbey Foregate, Ebbwasikey 6392. [1173]

AZ MOTORS offer 1953 Zephyr saloon, exceptional value: £350!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1955 Ford Zephyr, 2 owners, heater, etc.: £515.

Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4673-4. [C2110]

1958 Ford Zephyr saloon, Dover white, radio and heater, 21,000 miles, immaculate car: £765.

—Scotney, Swineshead (Tel. 238), Lincs. [1017]

1952 Ford Zephyr, left hand drive, blue, with blue leather interior, fitted heater, reconditioned gear box, in good original condition generally: a bargain at £325.

LINCOLNSHIRE MOTOR Co., Ltd., Newland, Lincoln. Tel. 1729-27. [0001]

1957 Zephyr saloon, one owner, 26,000 miles, heater, screen washers, radiator blind, in exceptionally good condition inside and out: £650.—Esner 2255.

1956 Zephyr Mk. 2 convertible, radio and heater, immaculate condition, regularly maintained by Ford agents, modified suspension, grey and blue: £635.—Blackford, Wigton (Surrey) 6606 9-5. [9244]

FORD Zephyr convertible, 1958 model, finished in ivory, with fawn hide interior and hood, fitted heater, genuine 17,000 miles only, really a beautiful car, taxed: £795.—St. George's Motors, 128, New City Rd., Glasgow. [1315]

ROSE & YOUNG, Ltd., offer: 1950 Ford Zephyr, low mileage, fitted radio and heater, immaculate condition: £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 4464. [C3057]

FORD Zephyr convertible, radio and other extras, specially equipped towing caravan, rfidemeters, power brake attachment, full lighting and indicator connection: £485 o.n.o.—Dowell, Langfords Hotel, Third Avenue, Rove 3522. [1242]

FORD ZEPHYR

1957 series overdrive Zephyr saloon beautifully finished in ivory with red and white 2-tone leather upholstery, the upholstery and carpets, paintwork and chrome have been kept in immaculate condition, carefully maintained by one owner from new, and fitted with heater, spot lamp, wing mirrors and an efficient overdrive which results in excellent m.p.g. figures, recorded mileage 17,000: £645.—A. E. Cowell, 4, Hall Lane, Hendon, N.W.4. Sun. 2508. [9841]

ROWLAND SMITH'S, the Zephyr buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

FORD ZODIAC

EPPS offer:—
ZODIAC, 2-tone grey, red trim, immediate delivery.

TEL. Farnborough (Kent) 55551. [1528]

LOOKING for a Zodiac?

WE have an excellent 1956 model in grey/blue with the Ford A1 warrant: at £655.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1097]

J. DAVY, Ltd., Ford dealers.

1957 Zodiac automatic saloon, twin Marchal spots, a fastidiously maintained example, fully guaranteed: £745.

180—184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde 2511. [C1069]

RUSSELL MOTORS, Ltd., offer:—

1957 Zodiac convertible, 'duo-tone, power hood, overdrive, radio, wing mirrors, heater, taxed, 17,000 miles: £795.—47, Sloane St., S.W.1. Sloane 9288. [C3060]

WARWICK WRIGHT, Ltd., offer:—

1957 Ford Zodiac Phase II saloon, ivory and black, cream and fawn upholstery, heater, 17,000 miles: £715.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

GUY SALMON AUTOMOBILES offer:—

1958 Ford Zodiac saloon, 16,000 miles only from new, black and mauve, a genuine mileage, one-owner car: £855.—Portsmouth Rd., Thames Diton, Esherbrook 5551-2-3. [C4001]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1957 Zodiac, automatic, sunshine roof, 13,000 miles only: £795.

HIGH ST., Wandsworth, S.W.13. Vandyke 7222 (10 lines). [4104]

DAGENHAM MOTORS, Ltd. Ford main dealers

A FINE selection of All Ford Zodiacs always available: phone for our list.—Used Car Dept., Alper-ton 2535. [C1066 R]

1958 Zodiac automatic duo grey, fitted radio, heater, spotlights, etc.: £800.

WOOD & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

1957 Ford Zodiac convertible, special wheel carrier, ivory, immaculate car.

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

CHARLES POILETT, Ltd., officially appointed Ford retailers, offer:

1958 Ford Zodiac convertible, overdrive, power hood, radio, special divided front seats, low mileage: £825.

SHERWOODS: 18, Berkeley St., London, W.1. May-fair 6268.

SERVICE and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5996. [C2019]

1959 (latest type low line) Ford Zodiac saloon automatic, exchanges.—Evenings Guildford 4882. [1074]

1958 Zodiac, grey/fawn, automatic transmission: £950.—Gilbert Rice, Ltd. Ford main dealers, Horsham, Sussex. Tel. Horsham 4331. [1303]

1958 Ford Zodiac saloon, overdrive, radio, heater, taxed, blue/grey, one owner, immaculate: £825.—Blue Star Garages, Swakeleys 2043/2581. [1242]

1957 Ford Zodiac Mark 2, finished lemon and black, town and country tyres, very nice condition throughout, good value at £695.—Pantiles Service Garage, London Rd., Guildford 5326. [C9095]

1959 (July) Ford Zodiac saloon latest type, unques-tionable condition: exchanges.—Weesek Motors, St. Cross Rd., Winchester. Tel. 5555. Mr. Ryan. [C4087]

1958 Zodiac Mark II convertible, gear change, power hood, 8,000 miles: terms, exchanges.

Palmer's, 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

1957 Ford Zodiac, automatic, in Dover white and green, heater, low mileage, one owner, immaculate: £825.—Fairgreen Motors, Ltd., 34-36, Upper Green East, Mitcham. Tel. 3835/8155. [C2139]

ZODIAC, June 1957, black/red, immac., cond. throughout, garage maintained, one owner, 14,000 miles: £750 o.n.o.—Croft, Stanwell Moor, Staines. Colnbrook 2486. [1016]

1958 model Zodiac automatic, Dorchester grey and dark grey, radio, heater, sliding roof, wind-screen washers, twin spot lamps and reversing lamp, 14,000 miles, immaculate: £825.—Times Ireland, Golden Acres, Elstead, Surrey. Tel. Elstead 2197. [1073]

625 gns.—Ford Zodiac late 1956 Mark II, 2-tone fawn/blue, blue/grey leather, radio, heater, screenwashers, whitewall tyres, excellent condition: written guarantee: terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

ROWLAND SMITH'S, the Zodiac buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

FORD (V.8)

195 gns.—Ford V8 Pilot 1949, leather, heater, screen-washers, very good condition; choice of 3 terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4016]

ROWLAND SMITH'S the Pilot buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

FORD FAIRLANE

SCOTT CARS.

1959 Ford Fairlane, l.h.d., 6 cylinders, automatic, radio, heater, absolutely as new.

1959 Ford Fairlane, right-hand drive, automatic, radio, heater, immaculate.

1957 Ford Fairlane, right-hand drive, automatic, radio, heater, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8576/7779. [C4016]

PETER BANTOCK CAR SALES offer:—

1959 Ford Fairlane Victoria saloon, black/red, equipped with every conceivable extra, this magnificent car is virtually brand new, having done only 3,000 miles: £2,150.—104, High Rd., Chiswick 2725/2820. [C1014]

1956 Ford Fairlane automatic, this car is almost as new: £1,250.—Spicers Car Sales, Hitchin 2037. [C4121]

1958 Ford Fairlane automatic sedan, right-hand drive, radio, heater, blue, low mileage: £1,795.—The Northcote Garage, 1-3, Northcote Rd., Southsea, Hants. Portsmouth 65043. [9712]

1957 Ford Fairlane 500 automatic pillarless saloon, radio, heater, power steering and windows, 17,000 miles, ivory and primrose: £1,575: exchange and h.p. arranged.—Tel. Coventry 61303. [1359]

1958 Ford Fairlane 500, r.h.d., radio, heater, Cruisomatic transmission, colour met. grey and white, seat covers, underseal, white-wall tyres, in superb condition throughout: £1,845.—Moston Service Station, Ltd., Your Ford Dealers, 347, Hollinwood Ave., New Moston, Manchester, 10. Tel. Fallowfield 1425. [1952]

AMERICAN FORD

1956 Ford Customline automatic, pink and black, in really magnificent order throughout: £1,095.—Spicers Car Sales, Hitchin 2037. [C4151]

AZ MOTORS offer 1951 r.h.d. Customs, one owner, beautiful condition: £375!—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Co., Ltd.—Lincoln Cars Ltd., Great West Rd., Brentford, Tel. Egham 6071. [1049]

AMERICAN Ford Cars Wanted

SIMPSON OF WEMBLEY, 345-355, High Rd., Wem-bley 3905/8691/4422. Top prices. [W4015]

FORD MISCELLANEOUS

COOMBS, Ford main dealers has always a huge selection of second-hand Ford cars, of all types and models.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1156]

CANDEN MOTORS for high-class used Fords, see adverb on page 33.—Canden Motors, Leicestershire Buzzard 2041. [C1005]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-vision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0291]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH ST., Wandsworth, S.W.18

MAIN Ford dealers

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0514 R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0093 R]

GOGGOMOBIL

BUY your Goggo from

MAIN distributors, London and Midlands, new and used Goggomobils for immediate delivery: spares and service.

MANSELL & FISHER, 93-95, Old Brompton Rd., London, S.W.7. Knightbridge 7705. [0431 R]

1959 (May) Goggomobil Recent saloon T300, red/white, 6,000 miles: £430.—Tel. Hurlstree-point 2222. [1160]

GGO Godfreys the Miniature Car Specialists for models available.

427 Brighton Rd., S. Croydon, Upl. 8275: 416, 427, Romford Rd., E.7. Gra. 1234: 94/6, High Rd., N.5. Sta. 8556. [0104 R]

1959 T700 saloon, 2-tone, whitewalls, seat covers, 6,000 miles: £595.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. [C2073]

MPHW for all miniature cars, new and used: 2410.—186, Holland Park Ave., W.11. Pers. [C5156]

GEORGE CLARKE pay most. Tel. 3211. [0025 R]

CONNAUGHT ENGINEERING offer highest cash price for good used Goggomobil, all models.—Con-naught Engineering, Portsmouth Rd. (A51, Send, Tel. Ripley 3122-3. [0351 R]

HEALEY

1951 Healey Abbott drop head coupe, maintained regardless of expense, fabulous condition: £395.—Porter Motors, Ltd., 136-142, Finchley Rd., N.W.3 (Opposite Finchley Rd. Tube Station). Hampstead 9661. [C3111]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

TANKARD & SMITH, Ltd. (TOTTENHAM), offer:—
1952 Healey Tickford saloon, finished in grey with red leather interior, an extremely well-kept example of a very expensive coachbuilt car for only £425.—226-232, 246-248 High Rd., South Tottenham, N.15. Tottenham 0414/5, 6. (1297)

1950 Healey Silverstone, blue, complete weather equipment, excellent condition; £485.—Box 5757. (9931)
1949 2.4 Riley engine Healey, 2-door sports saloon, radio, heater, taxed, plenty of urge and good value at £295.—The Cable Service Station, London Rd., Rayleigh, Essex. Tel. 1002. (1223)

1950 Healey Silverstone E type, unique specimen in remarkable condition, completely rebuilt and guaranteed; £435.—Duddley & Cobbold Automobiles, 208, The Broadway, Wimbledon, S.W.19. Cherry Wood 3366-7. (1220)

1951 Healey Tickford, aluminium body, maroon, beige upholstery, £300 overhaul at works, new tyres, a real nice car, no junk, reason for sale new car arrived, best cash offer nearest £450.—Bosson, 388, Crewe Rd., Wistaston, Crewe. Tel. day 2043, evening 7719. (1030)

HEALEY Tickford saloon, B.T. model, December 1951, bronze with red hide, radio, superb condition, unusual opportunity buy well looked after hand built car being our own vehicle since new, 108 m.p.h., 25 to 33 m.p.g.—H. B. Denley, Ltd., High St. Kings Heath, Birmingham. (1040)

Healey Cars Wanted

GOOD Healey required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4018/R)

HEINKEL

1959 Heinkel 200 Cruiser, blue; immaculate, 2,400 miles; £340 o.n.o.—Oxshott 2624. (1185)

COMERFORDS for Heinkels, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. (9905/R)

MPHW for all miniature cars, new and used.—242, Brompton Rd., S.W.3. Kni. 8711. (C1356)

1957 Heinkel 174 Cabin, one owner, 9,000 miles, excellent appearance, taxed; £289.—E. T. Pink (Harrow), Ltd., Station Rd., Harrow. Tel. 0044. (C1312)

Heinkel Cars Wanted

PRIDE & CLARKE—Best buyers.—Brixton 6251. (W3068)

ROWLAND SMITH'S, the Heinkel buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4013/R)

HILLMAN

R ROOTES
HAVE available a range of Hillman cars of very low mileage.
LONDON, W.1

DEVONSHIRE House, Piccadilly.
RO 3401.

BIRMINGHAM, 2.
LOWER TEMP'E St
CEN. 8411

MANCHESTER, 2.
129, Deansgate
BLA. 6677

SCOTT CARS.
1958 series Hillman Minx convertible, one owner, also newly as new; £745.

SCOTT CARS, 341-347 Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. (C10416)

EFS
1956 Hillman Minx de luxe, finished in black, Series I model, one owner; £595.

EFS
MOTORS, Ltd., Kingston By-Pass, Esher, Emberbrook 3000. (C2112)

CAR MART, Ltd.
OFFER with 6 months' guarantee:—

£645—Hillman Minx saloon de luxe, Series II, heater, 14,000, reg. 1958. (C1039)

H. A. SAUNDERS, Ltd.
1958 Hillman saloon, black, red upholstery, recorded mileage 16,274, heater; £645.

H. A. SAUNDERS, Ltd., 636-642 High Rd., North H. Finchley, N.12. Hillside 5272 (8 lines). (C4092)

TOM GARNER, Ltd., offer:—

1959 Hillman Minx Series III convertible, pippen red, unregistered, used for show purposes only, 300 miles only; list price—Easidrive.

1959 Hillman Minx Series III estate car, green/white, htr., 3,000, Easidrive; £945.

10-12 Peter St., Manchester, 2. Bla. 9265-6-7. (1248)

SILVERTHORNE MOTORS, Ltd.
1958 Minx estate, red/grey, one owner, small mileage, heater; as brand new; £765.—11, Fitzroy Sq., W.1. Euston 7811. (C4011)

H. BEART & Co., Ltd., offer:—

1956 Hillman Minx saloon Mark VIIIa, finished in green/grey with fawn interior, fitted radio and heater, one owner; £525.

1953 Hillman Minx drop head coupe, finished in black with red interior and fawn hood; £395.

102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. (C1081)

HILLMAN

WARWICK WRIGHT, Ltd., offer:—
1955 Hillman Minx Mark VIII saloon, maroon, beige upholstery; £465.

1955 Hillman Minx Mark VIIIa saloon, grey, red upholstery; £525.

1956 Hillman Minx Series I saloon, grey, antelope upholstery; £460.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

WARWICK WRIGHT, Ltd., offer:—
1958 Hillman Minx Series II convertible, blue, blue upholstery, radio and heater, 19,000 miles; £750.

1958 Hillman Minx Series II Manumatic saloon, grey and charcoal, grey upholstery, bucket seats, heater, 8,000 miles; £685.

1958 Hillman Minx Series III estate car, blue and white, red upholstery, radio and heater, 5,000 miles; £815.

1959 Hillman Minx Series III de luxe saloon, fawn grey and red, grey upholstery, heater, 12,000 miles; £735; 1957-59 models in different colours available, all low mileages.

1959 Hillman Minx Series III special saloon, blue, blue upholstery, 6,000 miles; £875.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

GEORGE HARTWELL, Ltd., offer:—
HILLMAN Minx Mk. VI, VII, VIII Series I and II, a choice of 6, full details on request, from £375.

35-41, Holdenhuist Rd., Bournemouth. Tel. 28566. (C2079)

PETER BANTOCK CAR SALES offer:—
1954 Hillman Minx saloon, fitted heater, etc.; £395.—104, High Rd., Chiswick 2725/2870. (C1014)

CATERHAM MOTOR Co., Ltd., offer:—
1955 (November) Hillman Californian Mark VIII, black and red with red trim, 26,000 miles, one owner; £525.

CATERHAM MOTOR Co., Ltd., Reigate 2245. (C1187)

ALLAN TAYLOR MOTORS, Ltd., offer:—
1958 (November) Hillman Minx de luxe, duo tone, low mileage; £665.

HIGH ST., Wandsworth, S.W.18 Vandyke 7222 (10 lines). (C4104)

HENLYS offer with 4 months' guarantee:—
1956 Hillman Californian, heater, blue and grey, with duo blue interior; £565.

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. (1273)

BOON & PORTER, Ltd., Hillman agents.
1957 Mark I Minx saloon de luxe, fitted latest type radio, heater, leopard skin loose covers, immaculate in black with white sidewall tyres; £585.

CASTELNAX, S.W.13 (Nr. Hammersmith Bridge, Riverside 4444. (C1022)

NAYLOR & ROOT, Ltd. (Established 1920).
1954 Hillman Minx coupe, heater, low mileage, very attractive; £465.

CLAPHAM Junction, S.W.11. Battersea 2252. (C3022)

1955 convertible, chauffeur driven; £470.

SMITH & HUNTER, 376, Kensington Hill St., W.14. Western 2312. (C4019)

1958 Minx saloon, Series II, heater; £680.

1958 (September) Hillman special saloon, series III; £635.—Isleworth 5252. (C4106)

1956 Hillman Minx de luxe saloon, blue/cream, heater, beautiful condition; £525.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. (C1094)

1957 Hillman Minx Series I de luxe saloon, black/red interior, heater, etc., taxed year, all new tyres, excellent order; £580.

ALWOOD GARAGE, Alwood Rd., Maidenhead. Tel. A Littlewick Green 70; evenings and weekends, Littlewick Green 3096. (C3065)

£489!!!—1955 series Hillman Minx de luxe saloon, one owner, spotless grey cellulose, leather; choice also 5 other Minxes from £375.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase—421, 423, High Rd., Finchley, Finchley 6222. (C2052)

1958 de luxe 2-tone saloon, heater, etc., all facilities, any vehicle exchanged.—J. S. Monro, Andover 3672-5. (C3150)

1954 Hillman Minx drop head coupe, radio and heater, very good condition; £425.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. (C1142)

1955 Hillman Minx Mk. VIII, ohv engine, in very good condition, low mileage; £455.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. (C1142)

1957 Hillman Mk. VIII (ohv estate car), grey/beige, one owner; £525.—Cattermole's (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

1959 (Series) Hillman Minx, one owner, duo-grey/white, heater; £710.—L. F. Dove, Ltd., Woking 1282. (1359)

1954 (Nov.) Hillman Minx saloon, particularly sound and smart; £410.—Jennings, Richmond 3568. (C3103)

CLUBMAN AUTOS—1958 Hillman Minx de luxe, 5,000 miles only as new throughout; £585.—132-142, High St., Tooting, S.W.17. Balham 3484. (C1181)

1957 Hillman Minx I d/l, excellent condition, radio, heater; £550.—Tel. Teddington 4680 evenings, week-ends. (1163)

1959 model Hillman Minx series III estate car, duo-grey, heater, whitewall tyres, turbo discs, spare unused, one owner; £765.

JACK ALPKE, 50, Marylebone High St., W.1. Wellbeck 1124. (C1103)

1955 Hillman Minx Mark VIII de luxe saloon, ohv, outstanding condition throughout; £459; terms, exchange.—Old Forge, Northwood 2809. (1126)

HILLMAN

1957 Hillman Minx, black, extras, 23,000 miles, £800.—Fullers of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. (C2113)

1957 Hillman Minx de luxe sal., one owner, low mileage; £595.—Roy, Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2707/3893. (C3059)

1958 model Series II de luxe Minx saloon, 10,000 miles only, finished in grey with red trim, fitted extras, taxed; £650.—Bowman's, Weybridge 3265. (C1143)

575 gns.—Hillman Minx 1957 Series I de luxe saloon, duo-tone blue/grey, radio, plastic covers, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below:—

495 de luxe saloon, duo-tone blue, heater, screen-washers, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below:—

365 de luxe saloon, duo-tone blue, heater, fold-flush rear seating, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

HILLMAN estate '56, £495, deposit £50, 60 monthly payments of £11/2/3.—Skepton Mallet Transport, Ltd., 38, Wilson St., Finsbury Sq., London, E.C.2.—Box Mon, 7684. (C4157)

1957 Hillman Series I convertible, blue, red upholstery, heater, taxed, one owner, superb condition; £625.—Harwoods Garage, Pulborough, Pulborough 2401-5. (C1249)

1952 Hillman Minx convertible, grey, maroon hide, new hood, exceptional condition; £345.—Bray Motors, 130-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

SLOCUMBER, Ltd., offer 1958 Hillman de luxe, 12,000 miles only, one owner, heater; £675; part exchanges, terms.—38-52, Dudden Hill Lane, N.W.10. Willesden; 4869 and 3934. (C4017)

1957 Hillman Minx saloon, Series I, in grey, genuine 24,000 miles, perfect; £575.—Gibson Sports Cars, Lyndhurst Rd., Christchurch, Hants, Tel. Highcliffe 2275. (C2109)

1954 Hillman Minx convertible, green, grey leather, radio, heater, one owner only; £640.—Douglas Service Station, 57 & 65, Eleanor Rd., Waltham Cross 24124/24923. (C1175)

1955 model Mark VII, radio, heater, sun roof, extra fog lamps, new tyres just fitted, dual colour, beautiful example, private sale; £475. 5798. (1037)

1957 Minx saloon, heater, many extras, specimen condition, small mileage; £615; b.p. terms and exchanges.—R.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073, Bow 4087. (C2095)

1953 Hillman Minx saloon, low mileage, heater, 2 wing mirrors, screenwashers, carefully maintained; £675; written guarantee, terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Epsom. Tel. 5611. (C2101)

1956 Hillman Minx convertible, blue, heater, one owner, a most attractive car, in excellent condition; £595.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. 96-98, Ewell By-Pass 2395. (C1054)

1956 (August) Series I Minx convertible, immaculate duo-tone black and red with red hood and whitewall tyres, radio, heater, windscreen washers, full tonneau cover, guaranteed; £645.—Campbell Symonds, Wembley 6262. (C1037)

1957 (July) Hillman de luxe saloon, lilac and storm grey, 28,000 miles only, beautifully maintained, one owner car; £595.—R. S. Mead (Sales), Ltd., 62, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

AZ MOTORS offer 1956 Californian, hard top, beautiful condition, on tilted cover, one owner, also 1956 saloon, one owner; £495; also 1954 immaculate saloon and convertible; £395; 1956 estate car; £425.—Palmerston Rd., N.W.6. Mal. 4723. (C1011)

£465—Hillman genuine estate car, 1954, fully maintained, duo tone pastel heater, spots, etc., choice 2; lists 100 guaranteed cars.—Ben-motors, 1, Clarendon Rd., London, W.11. Park 5067/7 (50 yards Holland Park). (C1017)

1957 (July) Hillman Minx de luxe saloon, Series I, unmarked, duo-grey/antelope, red upholstery, heater, low mileage, taxed, one careful private owner; £635.—71, Kenilworth Rd., Edgware, Middx. Tel. evenings Sto. 6280. (9699)

Hillman Cars Wanted

RS
ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. (W4013/R)

HILLMAN HUSKY

H BEART & Co., Ltd., offer:—
1956 Hillman Husky, finished in duo green/white with green interior; £425.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

WARWICK WRIGHT, Ltd., offer:—
1958 Hillman Husky Series I antelope and grey, red upholstery, heater, 10,000 miles; £595; also in red and white, low mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

DIXONS GARAGE (PUTNEY), Ltd., offer:—
1956 Hillman Husky, one careful owner, excellent condition throughout.—134, West Hill, S.W.15. Putney 0396. (C1073)

TANKARD & SMITH (CHELSEA), Ltd., offer:—
1955 Hillman Husky, blue/green, red upholstery, heater, low mileage, exceptional condition throughout; £415.—194-196, King's Rd., Chelsea, London, S.W.3. Tel. Fitzman 4301 (5 lines). (C4025)

1958 (Nov.) Hillman Husky, blue, one owner, moderate mileage, ideal dual-purpose vehicle, in superior condition; at £585.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. (C1054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN HUSKY

1958 Hillman Husky, blue, red leather, extra carpet rear, heater, immaculate, 16,000 miles only; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C301)

375 Cons.—Hillman Husky 1955 estate car, duo-tone grey/red, heater, roof rack, fold-flush rear seating, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

Hillman Spares and Service

NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (C230)

LANGNEY MOTORS, Ltd., Main Dealers, Langney Rd., Eastbourne. Tel. 7600 (5 lines).—Largest range; prompt and efficient service. (C009 R)

A. V. MOTORS, Ltd., Teddington. Routes Group Agents for Hillman service and spares.—Kip. 8613 and 0710. (C0789 R)

PLENTY of spares and reconditioned units for all models 1934-57 and ex-W.D.; we have the largest stocks everything available, no waiting; c.o.d. service.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Tel. Bywood 1455-8. (C0378 R)

MODERN SERVICE GARAGE, Wimbledon (Routes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Win. 5155. (C0003 R)

ROWLAND SMITH'S, the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018 R)

Hurston Cars Wanted
SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903/8691/4422. Top prices. (W4015)

Hudson Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (C0065 R)

HUMBER

R. ROOTES
HAVE available a range of Humber cars of very low mileage.

LONDON, W.1.

DEVONSHIRE House, Piccadilly.

G. RINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2.

129 Deansgate

BLA. 6677. (C1016 R)

CAR MART, Ltd.

OFFER with 6 months' guarantee:—

£595.—Humber Hawk saloon, heater, reg. 1956.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

RAYMOND WAY offers:—

1954 Humber Mk. VI Hawk saloon, black with tan leather upholstery, condition of car can only be described as outstanding, fitted radio, heater, Ace Rimblushers, screenwashers, etc. and taxed; £479.

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6, Maida Vale 6044. (C1084)

TOM GARNER, Ltd., offer:—

1959 Humber Super Snipe Series I saloon (automatic), blue/black, heater, 9,000; £1,395.

1950 Humber Pullman Mk. II limousine, black, heater; £795.

10—12, Peter St., Manchester, 2. Bla. 9265-6-7. (C1250)

METROPOLIS GARAGES, Ltd.

1956 Humber Hawk, blue, grey, fitted radio, heater, spot lamps, wing mirrors, one owner; £650.—45, Earls Court Rd., Kensington, W.8. Western 4944. (C7607)

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Hawk Mark VI saloon, green, overdrive, radio and heater; £585.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

WARWICK WRIGHT, Ltd., offer:—

1958 Humber Super Snipe Series I saloon, 2-tone blue, red upholstery, overdrive, power steering, radio and heater, 8,000 miles; £1,395.

1958 Humber Hawk Series I automatic saloon, black, red upholstery, heater, 15,000 miles; £1,150.

1958 (December) Humber Super Snipe Series I automatic saloon, burgundy, beige upholstery, power steering, heater, 4,000 miles; £1,450.

1958 Humber Hawk Series I saloon, grey, red upholstery, heater, 14,000 miles; £1,035.

1955 Humber Hawk Mark VI saloon, blue, red upholstery, heater, 26,000 miles; £550.

1958 Humber Super Snipe Series I saloon, 2 tone green, green upholstery, overdrive, radio and heater, 17,000 miles; £1,295.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. (C4045)

1951 (May) Humber Super Snipe, Alpine mist, heater, taxed, above average; £250.—Battersea 0349. (C79193)

HUMBER

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124.

A SELECTION of privately owned Pullman limousines in showroom condition and carrying a three months' guarantee.

1954 series IV Pullman, ohv Blue Riband engine, brown hide throughout, heaters, 41,000 miles only, one private owner, black; selection of two 1954 models from £1,595.

1952 (October) series III Pullman, brown hide private owner, black; £1,065.

1952 series III Pullman, cloth rear, heaters, 43,000 miles only, one private owner, black; selection of three 1952 model in cloth from £965.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker Street Station). Welbeck 1124. (C1103)

GEORGE HARTWELL, Ltd., offer:—

HUMBER Super Snipe 1956 (Nov.), fully automatic, power-assisted steering, 10,000 miles; £1,475.—35-41, Holdenhurst Rd., Bournemouth. Tel. 26566. (C2079)

CATERHAM MOTOR CO., Ltd., offer:—

1956 (November) Humber Hawk Mark VI saloon, black, red trim, heater, bucket seats, one owner; £640.

CATERHAM MOTOR CO., Ltd., Reigate 2245. (C1137)

GUY SALMON AUTOMOBILES offer:—

1957 Humber Hawk saloon, Reutter seats and overdrive, blue and grey, many extras, 16,000 miles, as new; £775.

1956 Humber Hawk de luxe saloon, grey/red hide, overdrive and heater, 23,000 miles only, faultless original condition; £675.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

CMJ CAR SALES (Pri 6623) offer:—

1955 Humber Hawk, one owner, taxed year; £465.

THREE months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

HAROLD RADFORD & Co., Ltd., offer:—

1958 Humber Hawk automatic gear box, Reutter seats, 15,000 miles, duo-blue; £1,095.—Kensington 6642. (C4147/1)

HAROLD RADFORD & Co., Ltd., offer:—

1959 Humber Super Snipe, duo grey, overdrive, radio, 2,200 miles; £1,485.—Kensington 6642. (C4147)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Humber Super Snipe saloon, automatic transmission, grey/blue, duo-tone with grey interior, heater, windscreen washers, etc. and special seating, 18,000 miles, immaculate condition; £825.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233. (C4094)

GEORGE NEWMAN & Co. (BRIGHTON), Ltd.

1955 Humber Hawk saloon, one owner only from new, genuine 21,000 miles, fitted overdrive, coachwork and interior as new; £550.

JUBILEE St., North Rd., Brighton 24247-8. (C3161)

1954 black, full equipment, genuinely exceptional; £427.

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2512. (C4019)

1956 Humber Hawk estate car, radio, heater, w/ washers, blue grey; £795.

KIRBY, Ltd., 292, Church St., Blackpool. Tel. 23485. (C1235)

HENDON CENTRAL GARAGE, Ltd., offers a selection of:—

1955 Humber Hawks with overdrive, radio, heater, etc.; all with guarantee; from £525; h.p. at lowest terms.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9064-5. (C2034)

HARRIES are building deck and bearers on the 27th chassis. Inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1955 (June) Humber Hawk saloon, black, overdrive and heater, exceptional condition; £540.

PHENIX MOTOR CO., Phoenix House, High St., Sutton, Surrey. Vig. 0161. (C3044)

£1295—1959 Humber Super Snipe, 2,700 miles only, over £150 worth of extras fitted, in showroom condition.

HAZELL'S GARAGE, Chesham Rd., Amersham, Bucks. Tel. Amersham 1277-1278. (C2159)

1956 Humber Hawk Mk. VI blue/grey, one owner, genuine mileage 37,000, very sound, well kept, tyres good; £575.

RINGWOOD GARAGES, Ltd., Birmingham, Chesterfield. Tel. Chesterfield 2235. (C9940)

1959 Humber Super Snipe, black/grey, red interior, radio, heater; £1,265.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Dollis Hill 3002. (C2130)

1959 Humber Hawk saloon, radio, heater, many extras, guaranteed under 2,500 miles; £1,100.—Tel. evenings Ramsden Heath 267. (C1224)

1958 (February) Humber Hawk series I saloon, duo blue, red upholstery, heater, 16,000 miles; £1,050.—16, Gainsborough Rd., Ipswich. (C9438)

CAMDEN MOTORS for high-class used Humber; see advert on page 33.—Camden Motors, Leighton Buzzard 2041. (C1085)

1958 (December) Super Snipe, blue and grey, heater, radio, overdrive; £1,250.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 5885. (C1192)

JACK ROSE, Ltd., offer 1957 March Humber Hawk de luxe saloon, 2 colour, one owner accept £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1950 Humber Super Snipe convertible, blue, maroon hide heater, etc., an extremely rare and popular model, very smart; £245.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. (C1024)

HUMBER

CAMDEN MOTORS, the Limousine Specialists, selected cars from our stock of 30 Pullmans and Imperials, all guaranteed for 6 months:—

HUMBER Pullman Mark III limousine 1951, late property chairman of well-known industrial concern, driven solely by private chauffeur and maintained by main Routes agents, immaculate and original black coachwork, interior in leather throughout protected by tailored loose seat covers, inter-com disappearing division, whitewall tyres, rubber overmats in front compartment, underseal, checked, serviced and passed 100% by our works department; £895; Humber Pullman limousine Mark III 1951, matching car to the above, also in leather throughout, privately taxed, 2 owners, very considerably used, first-class mechanical order; £845.

HUMBER Pullman limousine Mark III 1951, leather case front, cloth rear, formally owned by well-known M.P., almost entirely original, chauffeur maintained; £795.

HUMBER Imperial 7-seater, ohv engine, one private H.M.V. radio, exceptionally immaculate throughout, low mileage, black; £995.

HUMBER Pullman limousine Mark IV 1955, ohv engine, one private owner, very beautiful example, low mileage and completely unmarked inside and out; £1,195.

HUMBER Pullman limousine Mark IV 1954, ohv engine, privately taxed, overhauled by us and fitted new whitewall tyres, excellent bodywork; £1,295.

HUMBER Pullman limousine Mark III 1952, in leather throughout, one elderly gentleman owner, driven and privately taxed since new, Rogers' loose covers link mats, underseal, heater and H.M.V. radio; £845.

HUMBER Pullman limousine 1950, 2 owners since new and never on private hire, bodywork and upholstery in very attractive condition, engine decked, brakes refitted, 5 almost new tyres; £645.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Open until 8 p.m. Unrestricted hire purchase; exchanges.

1955 Humber Hawk grey, red interior, mileage 37,000, one owner, fitted radio, taxed in beautiful condition; £550.—Kerridge, Tel. Alton 2224. (C5118)

1959 (Sept.) Super Snipe, 800 miles, radio, overdrive, duo-tone, exterior sunvisor, loose covers, etc., as new; £1,325.—Elmbridge Motors, Ltd., Caversham, Oxford. Tel. Elmbridge 2254. (C4151)

1958 (Nov.) Humber Super Snipe, glider blue, fathom grey, red trim, overdrive, heater, etc., 5,568 miles only; £1,250.—1-2, The Crescent, Surbiton, Elmbridge 0081. (C4161)

1958 Series 1 Humber Hawk saloon (registered 1957), dual blue, one owner, 17,000 miles, unmarked original condition; £595.—Tudor Garage, Bromley, Hurstway 1262. (C1529)

1956 Humber Hawk Mark VI saloon, dual green, heater, radio, one owner, immaculate throughout; £645.—Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross Denham 2716/2545. (C3141)

1958 (August) Humber Hawk saloon, grey and blue, 10,000 miles only, overdrive, immaculate; £1,025.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. (C1125)

1955 (April) Humber Hawk de luxe, black, overdrive, 2 owners, exceptional condition; £495.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Str. 444. (C4067)

AZ MOTORS offer: 1951 (registered 1955) Hawk saloon, very sound condition, fitted radio, heater, £295; also 1948 ditto at £225.—Palmerston Rd., London N.W.6 Maida Vale 4723. (C1041)

1953 Humber Hawk, grey, red leather, spot lights, heater, one owner only; £550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

TOM ALLERY Automobiles; 1958 Humber Hawk, radio, heater, "overdrive", black with red, 17,000 miles; £975.—66, Wimbledon Hill Rd., S.W.19. Wimbledon 3848. (C1181)

1959 (March) Humber Super Snipe overdrive saloon, seal grey, dual mist, red leather, 9,800 miles only, managing director's own car, as new in every respect, taxed; £1,295.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. (C1094)

1953 (July) Mk. IV Humber Super Snipe saloon, blue/mist, radio, heater, washers, flame-throwers, wheel trims, excellent tyres, fantastic value; £575; terms.—23, Montfort Place, S.W.19. Southfields Tube. (C1164)

1950 Hawk, radio, heater, many extras, black, brown leather, excellent condition throughout; £295; h.p. terms and exchange.—E.R.C. Services, 2-5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Bow. 4067. (C2095)

HUMBER Hawk series I, new look, 1957, 2-tone grey and black with red hide trim, a car that has been maintained in superb condition, all new tyres, taxed; £845.—St. George's Motors, 128, New City Rd., Glasgow, C.4. (C1317)

£495—Humber Hawk 1954 Mark VI, beautifully kept, careful owner, pastel, matching interior, many extras, choice of lists 100 guaranteed cars.—Bennetts, 1, Clarendon Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). (C1017)

PULLMAN chassis 1945-1951 Mark I and II, fitted Lomas ambulance bodies, just off service; cheap enough to buy for spares at £95; £115, £185 each, drive away.—Cars & Commercial, 52, Aston Road North, Birmingham, 6. Tel. Aston Cross 4217. (C9215)

£225—1952 Hawk de luxe, in almost new condition throughout, 2-tone grey, export model, l.h.d., uses no oil between service, tyres like new, unmarked inside and out, really must be seen to be appreciated. Hampstead 7871. (C1101)

1959 (Oct.) Humber Super Snipe, the latest 3-litre model, finished in beautiful Burgundy with matching hide interior; 100 miles only; immediate delivery; £1,450.—Woodthorpe Garage Ltd., Woodthorpe Drive, Mapperley, Nottingham. Tel. 5506. (C9726)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1957 (Oct.) Humber Hawk series I automatic black, black, heater, screen washers, badge bar, Ace Rimbells, spotlight, wing mirrors, ammeter, rear demister, seat covers, one owner, chauffeur driven; £1,040.—Cattermores (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. (C1180)

PRIVATE sale, 1956 Humber Hawk estate, beige; 22,000 miles, overdrive, radio, heater, twin fog lamps, windscreen washers, cigarette lighter, roof rack, new tyres, etc., and c. on rear, underserved from new; this car is in immaculate condition; £895.—Hole, Lamb Farm, Danehill, Sussex. Tel. Chelwood Gate 92. (10044/R)

Humber Cars Wanted

ALPE & SAUNDERS, Ltd., require Limousines or Imperials in above average condition. (W1006)

A&S Ltd., Providence Court, North Audley Street, London, E.C.4.—Cattermores (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. (W1006)

ROWLAND SMITH'S, the Humber buyers; highest cash prices.—Hamstead High St., N.W.3. Ham 6041. (W4018/R)

GOOD Humber required immediately.—O. Edwards, 3, Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

EDWARDS want and buy good Humber limousines.—28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2000)

Humber Spares and Service

THE Humber specialists for all spares. Tel. Bywood 1455-8. See advt. under Parts & Accessories. (W1006)

LANPNEY MOTORS, Ltd., Main Dealers, Langney Rd., Eastbourne, Tel. 7600 (5 lines).—Largest range; prompt and efficient service. (10011/R)

ISETTA

S&S MOTORS.—1954, one owner, small mileage, bargain; £245.—Paddington 6174. (C4090)

MPHW for all miniature cars, new and used. —56, Goldsworth Rd., Woking, Surrey. Woking 4231. (C3156)

Isetta Cars Wanted

PRIDE & CLARKE—best buyers.—Brixton 6251. (W3068)

ROWLAND SMITH'S, the Isetta buyers; highest cash prices.—Hamstead High St., N.W.3. Ham 6041. (W4018/R)

CLAUDE RYE currently require Isettats; top prices paid; h.p. accounts settled.—399, Fulham Rd., S.W.6. Renova 6174. (10254/R)

Isetta Spares and Service

GODFREYS, Ltd.—B.M.W. Isetta spares over-the-counter service at 208, Great Portland St., W.1. Eus. 4632, and 427, Brighton Rd., S. Croydon. 8275. (10008/R)

AFN, Ltd., offer complete service and repairs for all Isettats models; largest stock of spare parts in the country, including replacement engine etc.—Isleworth 101. (S2015)

JAGUAR MARK VII

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (10662/R)

1954 Jaguar Mark VII, radio, new tyres, one owner, outstanding car for the year; £2495.—35, Sloane St., S.W.1. Belgavia 5721. (C3006)

H. BEART & Co., Ltd., offer:—

1956 Jaguar Mark VII saloon, finished in black/grey with red interior, fitted auto gear box; £795. (C1181)

1956 model Jaguar Mark VII M, finished in duo grey with red interior, auto gear box; £795. (C1181)

1955 Jaguar Mark VII saloon, finished in black with red interior, standard gear box, fitted radio, a first-class motor car; £535. (C1181)

1955 Jaguar Mark VII M saloon, finished in grey with red interior, fitted auto gear box; £625. (C1181)

1954 Jaguar Mark VII saloon, finished in black with red interior, fitted overdrive; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3342. (C1081)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1956 Jaguar Mark VII M saloon, automatic transmission, B.T. with tan interior, excellent throughout; £845. (C4094)

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. (C4094)

JAGUAR Mark VII saloon, automatic, duo maroon. (C1181)

JAGUAR Mark VII, 1954, in black with wing mirrors and spot lamp; £525.—Odeon Motors, Ltd., Bar. 1144. (C3026)

1954 Mark VII with overdrive, black red; £565.—Wray Park Garages, Reigate 2263. (C4159)

1954 Jaguar Mark VII, overdrive, black with red interior; £625. (C1181)

WINDOVERS, Ltd., The Hyde, Hendon. Colindale 4031. (C4118)

1956 (Mar.) Jaguar Mk. VII saloon, automatic transmission, British racing green, 25,381 miles, one owner; £745. (C3923)

GEORGE NEWMAN & Co., 369, Euston Rd., London. N.W.1. Eus. 4466. (C3923)

1954 Jaguar Mark VII, radio, very beautiful car; choice of 2; £499.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 046. (C1121)

1955 Jaguar M-type, overdrive, heater guaranteed; £595; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3929)

1956 grey, radio; £745.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. (C4067)

1954 Jaguar Mk. VII saloon, black, sound car; £495.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge 87519. (19576)

£595!!!—1955 Jaguar M type de luxe saloon, one owner, spotless black celiose speedometer records 32,000, overdrive, heater, choice two others. LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase; 423, High Rd., Finchley, Finchley 6222. (C2052)

JAGUAR MARK VII

£565.—1954 model saloon, black, one owner, genuine 52,000, beautiful condition.—Oxford, 67, George St., W.1. Welbeck 6899. (C3115)

1955 Jaguar Mark VII M, blue and grey, radio, heater and overdrive; £685.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Les 8585. (C1192)

JAGUAR Mk. VII 1954, grey, one owner, excellent condition; £460.—Franc & Foxwell, Ltd., Burgh Heath, Surrey. Tel. Burgh Heath 66. (C1219)

1954 Mark VII Jaguar saloon finished in beige small nominal mileage, probably one of the finest examples of this model available; £545. (C1030)

MARTIN VAUGHAN MOTOR CO., Ltd. Ravensbourne Rd., Bromley, Kent. Tel. Ravensbourne 2391. (C4164)

1957 Jaguar Mk. VII automatic sal., black with red upholstery, sun roof and seat covers, in excellent con. and fully etc'd., recorded mileage 14,000; £885. (C1121)

C. G. NORMAN (WESTMINSTER), Ltd., 31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (1121)

1955 Jaguar M type, overdrive, in outstanding condition, must be seen to be appreciated; £725.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 024. (C1121)

AZ MOTORS offer 1952 Mark VII saloon, duo colours, special petrol tuning, bargain; £395!!! Also 1950 Mk. V. £325!!!—Palmerston Rd., N.W.6. Mus. 4723. (C1011)

1956 Jaguar Mark VII M automatic, grey, red hide, heater, radio, 37,000 miles; £775.—Fullers of Coombe, Kingston By-Pass, S.W.20. Hidden 3696-7. (C1030)

1956 Mark VII, overdrive, black, red upholstery, guaranteed mileage 22,000, in exceptional condition throughout; £795.—Noel Smith, Stibbington, Peterborough. (1113)

1954 Jaguar Mark VII, black/red, excellent condition; £495.—Saul & Slater, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. (C4002)

1955 (June) Jaguar Mk. VII M, grey, all extras, overdrive, full history available, excellent condition, private; £585, no offers.—167, St. Albans Rd., Sanbridge, St. Albans 52027. (1032)

1956 series Jaguar Mark VII M type saloon, overdrive, radio, etc., new engine and overhaul in Sept. 1959, receipts available, excellent order; £675.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Hyde 9184. (1113)

£490!!!—1955 (Oct. '54) Jaguar Mark VII M type saloon, fitted radio, heater, overdrive, spots, tyres as new, colour grey/red leather, beautiful car, terms.—Tel. Gately 6895 or 16, Torkington Rd., Gately, Cheshire. (1113)

595Kns.—Jaguar October 1954 (1955 series) Mark VII M, sliding head, leather, overdrive, radio, heater, screen washers, Ace Rimbells, excellent condition; written guarantee; terms, exchanges; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

JAGUAR MARK VIII

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (10662/R)

H. C. PAUL, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (10662/R)

1957 Jaguar Mark VIII saloon, automatic, 9,000 miles, only, radio, duo-blue and black finish, grey interior; £1,195. (C3040)

1957 Jaguar Mark VIII saloon, synchromesh, maroon, one owner; £1,075.—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. (C3040)

LEC for Jaguar. (C1181)

1957 Jaguar M. VIII automatic, duo grey with red upholstery, H.M.V. radio, a one-owner car in first class mechanical condition; £1,125.—Lorraine Engineering Co. Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Knt. 6891. (C1086)

KJ MOTORS, Ltd., offer:—

1957 Mk. VIII Jaguar, in duo grey with red leather upholstery, fitted automatic transmission, H.M.V. one-owner vehicle supplied and maintained by us having covered only 14,000 miles, as new; £1,245. (1264)

KJ MOTORS, Ltd., Widmore Rd., Bromley, Kent. Ravensbourne 3456. (1264)

J. DAVY, Ltd., Jaguar agents. (1264)

1957 (October) Jaguar Mark VIII automatic saloon, charet and Imperial maroon, H.M.V. de luxe radio, wing mirrors, in superb condition throughout, comprehensive guarantee; £1,195. (C1069)

180.—184, Kensington High St., W.8. Western 7161, 68, North Row, Marble Arch, W.1. Hyde 2341. (C1069)

GUY SALMON AUTOMOBILES offer:—

1957 Jaguar Mark VIII automatic saloon, two-tone grey/blue hide, excellent condition; £1,095.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HAROLD RADFORD & Co. Ltd., offer:—

1957 Mk. VIII automatic, black with grey leather; £1,095.—Kensington 6642. (C4147)

HENLYS offer with 4 months' guarantee:—

1958 series Jaguar Mark VIII automatic, one owner, Sherwood green with green interior; £1,325. (1263)

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. (1263)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1957 Jaguar Mark VIII saloon, automatic transmission, black/grey duo tone with grey interior, radio, wing mirrors, etc., immaculate condition; £1,100.—Weybridge 2233, extn. 19. (C4094)

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. (C4094)

1957 Jaguar Mark VIII automatic, maroon, radio, etc.; £1,245.—Odeon Motors, Ltd., Bar. 1144. (C3028)

JAGUAR MARK VIII

1957 Jaguar Mark VIII automatic gear box, 2 tone blue; £1,095.—Circus Garage (Brighton), Ltd., Tel. Brighton 28301-2-3. (C1147)

1958 (June) automatic, blue/blue, 17,000 miles, one owner, radio, taxes, excellent condition; £1,295.—Ings Garages, Ltd., Maidenhead 2149. (C2119)

1958 Jaguar Mk. VIII automatic, radio, one owner, superb condition; £1,195.—Robbins, East Putney, Tel. 7881. (C3010)

£1100!!!—1957 automatic Jaguar Mark VIII de luxe saloon, one owner, recorded mileage 15,000, duo tone blue, choice another black and grey. LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

NOVEMBER 1957 Jaguar Mark VIII, automatic, radio, exceptional condition, one owner, low mileage, dual-grey; £1,199. (C1146)

FRIDAY'S (GRAVESEND), Ltd., Rochester Rd., Gravesend. Tel. Gravesend 5211. (1293)

1957 (July) Jaguar Mk. VIII, automatic, duo blue, 26,000 miles, one owner, 'immaculate condition'; £1,175.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1957 Jaguar Mk. VIII, grey and maroon, automatic transmission, radio, heater, low mileage, an immaculate car at £1,275.—Hills of Woodford, Tel. Buckhurst 3511. (1056)

1958 Jaguar Mk. VIII, black/brown leather, automatic transmission, radio, heater, screenwash, 19,000 miles, one owner; £1,395.—City Motors, George St., Oxford 48027. (1063/R)

1957 (June) automatic, H.M.V. radio, duo-blue, 23,000 miles, one very careful owner, most attractive car, guar.; £1,160.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., S.W.12. Tel. Bal. 10263/R

1958 Jaguar Mark VIII automatic saloon, export model, grey, blue interior, 8,000 miles, only, used a month, stored in last winter, one owner, ex-scar, good as new yet over £500 below; at £1,395.—Tel. Maidenhead 5277. (19976)

JAGUAR Mk. VIII, duo grey with pale blue upholstery, automatic transmission, heater, radio, badge bar, wheel trims, etc., one owner, July 1958; £1,300.—James Windsor & Son, Ltd., Nottingham Rd., Mansfield. Tel. Mansfield 2401-2. (19998)

Jaguar Mark VIII Cars Wanted

GEORGE NEWMAN & Co. require for cash low mileage Jaguar Mark VIII cars.—569, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). (W3023)

EDWARDS want and buy good Jaguar VIII.—28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W3023)

JAGUAR MARK IX

1959 Jaguar IX saloon, 2,000 miles, automatic, power steering, exchanges.—Wessels Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. (C4067)

JAGUAR Mk. IX 1959, 7,600, automatic, power steering and disc brakes, beautiful duo-tone wine and lilac, carefully nursed since new by experienced Jaguar devotee; £1,795, h.p. company at present interested would provide terms.—Box 5784. (19965)

JAGUAR 2.4

HENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (10662/R)

EALING MOTOR Co., offer:—

1958 2.4 special equipment model, Cornish grey, red leather, disc brakes, overdrive, and radio; faultless condition, 11,000 miles; £1,325.—11, The Broadway, Ealing. Eal. 1132. (11176)

DUNCAN HAMILTON & Co offer:—

1958 2.4 s.e. Cotswold blue grey interior, disc brakes, overdrive, radio, etc., impeccable order; £1,375. (C1181)

1956 2.4 s.e., overdrive, stage II tuning, Michelin X s tyres, new engine just fitted; £985. (C1091)

1956 2.4 s.e., grey, overdrive, radio, etc., one owner; £985.—33, High Rd., Byfleet 3101. (C1091)

ELBORNE BROTHERS, Ltd., offer:—

2.4 1957, special equipment, overdrive, radio, blue, spotless condition; £1,095.—Lady Margaret Rd., Southall, Tel. Wax. 1891. (19037)

GEORGE HARTWELL Ltd., offer:—

1957 Jaguar 2.4 special equipment saloon, B.T. green, overdrive, heater, etc., 24,000 miles, £1,050.—35-41 Holdenham St., Bournemouth. Tel. 26566. (C2079)

COOMBS SERVICE STATION offer:—

1957 model Jaguar 2.4 saloon, in black with special red lining and red leather, fitted overdrive, Ace trims, etc., etc., one family owned, superb throughout; £995. (C1158)

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. (C1158)

GUY SALMON AUTOMOBILES offer:—

1958 Jaguar 2.4-litre special equipment model, B.T. green, overdrive, heater, etc., 24,000 miles, disc brakes, exceptional car; £1,345.—Portsmouth Rd., Thames Ditton. (C4001)

CMI CAR SALES (Pri. 623) offer:—

1956 Jaguar 2.4, special equipment, green; £975. (C1051)

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

HAROLD WEBB MOTORS, Ltd., offer:—

£1075.—1957 Jaguar 2.4 special equipment saloon, blue/blue leather, disc covers, H.M.V. push-button radio, heater, screenwash, chrome wheel discs, twin spots, tyres like new, underserved, clean bright chrome, magnificent condition, anti drives like new.—Kings Corner, Romford, Essex. Hornchurch 4891. (C4148)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 2.4

LEX WEMBLEY COURT MOTORS.

JAGUAR Distributors.

1957 model Jaguar 2.4 S.E. model with overdrive, in British racing green, speedo reading 17,000 miles: £1,095.
1958 Jaguar 2.4 S.E. model in Cotswold blue, engineer owner, 11,000 miles only: £1,350.
1959 Jaguar 2.4 S.E. model in British racing green with red interior, one owner, disc brakes, radio, Turbo discs, electric aerial, 34 spats: £1,450.

ALL the above cars carry the Lex comprehensive 4 months' warranty; part exchanges and confidential h.p. terms available; visit our showrooms and see the largest display of selected used Jaguars in Middlesex; literature and details of the new Mark 2 and Mark 9 Jaguars available on request.
WEMBLEY COURT MOTORS, 424, High Rd., Wembley, Middx. (Wembley 8787.)

LEX

HAROLD RADFORD & Co., Ltd., offer:—

1958 2.4 saloon, near grey with red leather, overdrive, disc brakes, 7,600 miles: £1,475.
Kensington (Kensington 4347)

WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1956 Jaguar 2.4 saloon, blue/grey interior, s/e model, overdrive, radio, etc., one owner, excellent throughout: £1,078.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2235. (C4094)

GEORGE NEWMAN & Co. (BRIGHTON), Ltd.

1956 Jaguar 2.4 saloon s/e radio, heater, negligible mileage, one owner only: £975.
JUBILEE ST., North Rd., Brighton 24247-8. (C3161)

CLAND & TABOR, Welwyn By-Pass, Herts. Welwyn 251-2-3 offer:—
1958 Jaguar 2.4, discs, radio, extras, low mileage: £1,350. (C1001)

MOTORS & PLANT (PETERBOROUGH), Ltd., offer:—
1958 Jaguar 2.4-litre saloon, special equipment model, one owner, low mileage, taxed: £1,108.
Newark Rd., Peterborough, Lincs. 5558. (C1108)

BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2, Temple Bar 3588. (C1027)

1956 Jaguar 2.4, one owner, radio: £950;—Robbins, East Putney, Tel. 7881. (C5010)

1957 Series 2.4 s.e.: £999.—Southgate, 3, Warren Way, Brighton, 7. Rottingdean 4420. (19928)

1959 Jaguar 2.4 automatic, disc brakes and wheels, one owner, 7,000 miles: £1,435.
WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277. (C4057)

1958 (July) Jaguar 2.4 SE, black with green interior, 3,000 miles, one owner, as new: £1,350.
GATES ENGINEERING Co., Ltd., Brockenhurst, G. Hants, Tel. Brockenhurst 3344. (19683)

1957 model, registered October, 1956, Jaguar 2.4 saloon, claret, most attractive, excellent condition: £1,095.
FRIDAY'S (GRAVESEND), Ltd., Rochester Rd., Gravesend, Tel. Gravesend 5211. (8652)

1956 Jaguar 2.4 s.e. saloon, royal blue with light blue upholstery, fitted reconditioned engine, excellent condition: £1,025.—Wilson's, Ltd., Epsom 5901. (1202)

JAGUAR 2.4 1958 series s.e. saloon, indigo blue, blue upholstery, overdrive, disc brakes, 12,000 miles.
JAGUAR 2.4 late 1956, pale blue, overdrive, radio, attractive condition: £1,375.—Nixons Garage, F. FRANCIS MOTORS, 393, Hummerstone Rd., Leicester F. Tel. 66304. (C2131)

1958 Jaguar 2.4 s.e., disc brakes, overdrive, one owner, extras, as new: £1,375.—James Taylor Automobiles, Finton, Sussex, 3022. (C4027)

AZ MOTORS offer 1956 2.4 special equipment saloon reconditioned engine just fitted: £975.—Palmerston Rd., N.W.6, Mai 4723. (C1011)

1956 Jaguar 2.4 B.R.G. radio, heater, immaculate, low mileage: £1,025.—Wilson's, Ltd., Epsom 5901. (1202)

1957 2.4 Jaguar, grey, overdrive, radio, heater, £1,140.—Davies Motors, Ltd., Ewell By Pass, Ewell, Surrey, Ewell 2382. (C2128)

1957 Jaguar 2.4 overdrive, Webster, B.R.G., radio, one owner: £1,050.—Clerkenwell 19666 Srd. 4648. (C2152)

1959 Jaguar 2.4, pearl grey with red trim, overdrive, disc brakes, 5,000 miles, £1,450.—Cresta Garage, Leicester, Tel. Anstey 2225-6. (19205)

JAGUAR 1958 2.4 saloon, Cotswold blue/blue, special equipment, discs, overdrive: £1,375.—Nixons Garage, Hassell St., Newcastle, Staffs. (C1201)

1957 Jaguar 2.4 special equipment model, overdrive, radio, etc.: £995.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey, Tel. 4875-4. (C2110-1)

1957 (September) 2.4 radio and overdrive, low mileage: £1,095.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts., Tel. Hoddesdon 4567. (C1201)

1958 (June) 2.4, 12,000 miles, overdrive, disc brakes, as new: £1,350.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 4241. (C4081)

£1175!!!!—1958 Jaguar 2.4 de luxe special equipment saloon, recorded mileage 15,000, whole vehicle as new: choice 2; choice also 1956 model from £900.

LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase: £421-425, High Rd., Finchley, Finchley 5222. (C2052)

JAGUAR 2.4

1956 2.4 Jaguar, grey, red interior, in magnificent condition throughout, choice of 2 from Isden 0046.
£895.—Cavendish Motors, Cavendish Rd., N.W.8, W. Isden 0046.

1957 Jaguar 2.4 special equipment saloon, maroon with beige leather, radio, etc., taxed: £1,095.—Walters Motors, 356-360, High St., Ponders End, Tel. Howard 1646. (1330)

1957 Series, SE, o/d, radio, 17,000 miles, engine overhauled with latest type pistons, immaculate: £1,045.—Chipstead Motors, 142, Holland Park Ave., London, W.11, Park 3445. (C1046)

4800 miles only, one owner, special equipment, overdrive saloon, unmarked and as new, disc brakes: £1,395 delivered U.K.—Rudds, 41, High St., Worthing 7773-4. (C1116)

895 ens.—Jaguar 1956 2.4-litre saloon, birch grey, radio, heater, screen washers, excellent condition: written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (C4018)

ROSE & YOUNG, Ltd., offer: 1957 Jaguar 2.4-litre special equipment saloon, low mileage, fitted overdrive, immaculate condition: Claret, £1,075.—55-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill station), Tulse Hill 6464. (C3057)

Jaguar 2.4 Cars Wanted—Pinner Motor Co., Pinner 0456.
JAGUAR 2.4 saloons wanted for cash or part exchange.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (W2025)

ROWLAND SMITH'S, the Jaguar 2.4 buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. (W4018/R)

JAGUAR 3.4

1957 model Jaguar 3.4, overdrive, in British racing green, one owner: £1,299.
1959 Jaguar 3.4, overdrive, maroon with red interior, one owner, disc brakes: £1,595.
1959 Jaguar 3.4, overdrive, disc brakes, wing mirrors, turbo discs: £1,635.

1959 Jaguar 3.4 automatic, special duo-tone finish Cotswold blue/indigo blue with light blue interior, one owner, sunshine roof, disc brakes, radio, turbo discs, whitewall tyres, town & country tyres at rear, tailored mats, wing mirrors, rear demister: £1,735.

ALL the above cars carry the Lex comprehensive 4 months' warranty; part exchanges and confidential h.p. terms available; visit our showrooms and see the largest display of selected used Jaguars in Middlesex; literature and details of the new Mark II and Mark IX Jaguars available on request.

WEMBLEY COURT MOTORS, 424, High Rd., Wembley (Wembley 8787.)

1957 model Jaguar 3.4, overdrive, in British racing green, one owner: £1,299.
1959 Jaguar 3.4, overdrive, maroon with red interior, one owner, disc brakes: £1,595.
1959 Jaguar 3.4, overdrive, disc brakes, wing mirrors, turbo discs: £1,635.

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WEMBLEY COURT MOTORS, 424, High Rd., Wembley (Wembley 8787.)

JAGUAR 3.4

COOMBS & SONS (GUILDFORD), Ltd. offer:—
JAGUAR 3.4-litre special equipment saloon, finished in that delightful Sherwood green with a soft green hide interior, May, 1958, one owner, low mileage, fitted with H.M.V. radio, wing mirrors, overdrive, disc brakes, badge bar, etc., the entire car is unblemished and carries over 6 months guarantee: £1,595.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907. (C1057/R)

HENLYS offer with 4 months' guarantee:—
1958 Jaguar 3.4 automatic, one owner, grey with red interior: £1,495.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11, Finchley 0081/9782. (1278)

HALF WAY AUTOS, Southend Arterial Rd., E. Hornden, Essex, offer for sale:—
1958 Jaguar 3.4, in racing green with matching interior, radio and heater, also overdrive and disc brakes: £1,395.—Tel. Herongate 394 or 265. (C2150)

CHARLES POLLETT, Ltd., official Jaguar retailers, offer:—
1959 Jaguar 3.4 automatic gear box saloon, disc brakes, Motorola radio, Imperial maroon with beige leather, guaranteed 5,000 miles only, unmarked: £1,635.
SHOWROOMS: 18, Berkeley St., London, W.1 Mayfair 6266.
SERVICE & STORES: Barnsdale Yard, off Elna Ave., S.W.9 Cunningham 5936. (C2010)

1957 Jaguar 3.4 automatic, nominal mileage, radio, immaculate throughout: £1,195.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19, Rusholme 2874. (C2111)

1958 Jaguar 3.4 automatic, 9,000 miles, one owner, carefully maintained: £1,455.
TAYLOR & CRAWLEY, Ltd., 424, South Audley St., W.1, Gro. 6881-4. (C4036)

1957 Jaguar 3.4, overdrive, radio, heater, dark blue, exceptional condition.
BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2, Temple Bar 3588. (C1027)

1957 (November) Jaguar 3.4, overdrive, radio, £1,265.—Robbins, East Putney, Tel. 7881. (C3010)

£1150!!!!—1957 Jaguar 3.4 de luxe saloon, one owner, 16,000 miles, black with red leather, choice two others.
LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars; exchanges; hire purchase: £421-425, High Rd., Finchley, Finchley 5222. (C2052)

1958 (Sept.) Jaguar 3.4 saloon, grey with blue interior, fitted disc brakes and overdrive, 15,000 miles from new: £1,425.
M. J. HUGHES Ltd., The Highway, Beaconsfield 644. (C2152)

1957 (July) 3.4 automatic, dark green beige leather, H.M.V. radio, 17,000 miles, one owner, 3 months' guarantee: £1,250.
JARVIS & SONS, Ltd., Morris House, Morden Rd., S.W.19, Lib. 8221. (C2086)

1958 Jaguar 3.4, overdrive, disc brakes, B.R.G., one elderly owner, equal to new, 13,000 miles: £1,450.
EATON MOTOR Co., Eaton Socon 236 (St. Neots). (C2114)

1958 Jaguar 3.4, overdrive, discs, radio, pearl grey, one owner, beautiful condition: £1,495.—Clerkenwell 4425, Syd. 4648. (19667)

1957 Jaguar 3.4 saloon, automatic, radio.—Wessex Motors, St. Cross Rd., Winchester, 7. 5555, Mr. Ryan. (C4087)

1958 Jaguar 3.4-litre saloon, specially prepared with every extra for the Equipe Endavour, 15,000 miles only, full details on request: £1,460.
WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277. (C4057)

1957 (Sept.) 3.4 Jaguar saloon, light grey, immaculate: £1,295.—Edwards Brothers, Light, Castle Garage, Castle Street, Salisbury, Tel. 5301/2/3. (19624)

1959 Jaguar 3.4-litre, grey, leather, overdrive, disc brakes, heater, 10,000 miles, one owner: £1,565.—City Motors, George St., Oxford 4827. (C1146)

1958 Jaguar 3.4, overdrive, disc brakes, radio, nominal mileage: £1,425.—C. L. & H. L. Blundell, Ltd., Christ Church Rd., Folkestone 51988. (C118)

1959 model (Reg Nov. '58), Jaguar 3.4 saloon, finished in Cornish grey with light blue upholstery, fitted disc brakes, overdrive and radio, 20,000 miles from new: £1,425.
M. J. HUGHES Ltd., The Highway, Beaconsfield 644. (C2152)

1959 (January) 3.4 special equipment, finished in Cotswold blue, overdrive, disc brakes, works serviced, 7,000 miles, one owner: £1,500.—Russell, 8, Fitzalan Place, Cardiff 26357. (19971)

1958 Series, one owner, 14,000 miles, overdrive, disc brakes, radio, high gear steering, etc., immaculate: £1,425.—Chipstead Motors, 142, Holland Park Ave., London, W.11, Park 3445. (C1046)

1958 (October) Jaguar 3.4 saloon, cream, o drive, disc brakes, sunshine roof, radio, loose covers, exceptional condition: £1,485.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., S.W.12, Tel. Bal. 2234. (10069/R)

3.4 Jaguar automatic 1958, 15,000 miles, indigo, grey interior, disc brakes, new tyres and battery: this car looks brand new: £1,350.—Smith, Footscray 5200. (11149)

1958 (September) Jaguar 3.4 automatic saloon, disc brakes, 12,000 miles only, Cotswold blue, excellent appearance and condition, written guarantee: £1,395.—Claydon Cars (London), Ltd., 17, Bruton Place, London, W.1, Hyde 9464. (C1058)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 3.4

JAGUAR 3.4-litre saloon, in pearl grey with red upholstery, first registered June 1958, overdrive, disc brakes, Ace wheel discs, H.M.V. push-button radio, mileage 19,500 in the hands of one careful owner, for sale privately at £1,425.—Howard Church Way, Weston Favell, Northampton. Tel. 52932. (1180)

1957 3.4 automatic, special equipment, radio, 15,000 miles since new, B.R. green, Chauffeur driven car and must be one of the most outstanding examples, absolutely as new. £1,550, part exchange, hire purchase terms.—Godfrey Lambert, Auto. Godstone Rd., Whyteleafe, Surrey. Uplands 7733. (9955)

XXX Superb 1958 model 3.4 Jaguar automatic saloon, finished grey with red hide and carpets to tone, luxuriously equipped, heater, expensive radio, fitted overmats back and front, speedo reading 14,500 miles, tools unused, a really immaculate one-ownership car which must be seen to be appreciated; offered with written guarantee at the attractive figure of £1,395; terms, exchange.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C2003)

3.4 Jaguars, low mileage.—Pinner Motor Co., Pinner 0456. (W3105)

ROWLAND SMITH'S, the Jaguar 3.4 buyers' highest cash prices.—Hamstead High St., N.W.3. Ham 6041. (W4018/R)

JAGUAR XK120

HENLYS, Ltd.
WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (0663/R)

XK120 1954, two careful owners, H.M.V. radio, 3 excellent Michelin X's, immaculate condition: £700.—Bailey, Malt House, Henley (0480).

JACK ROSE, Ltd., offer 1954 model XK120 hard top coupe, a genuine car, any examination; accept £525.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. (C3056)

£375—XK120 sports 1950, excellent, in red with literally unmarked chrome, first-class mechanical condition, top impression Jaguar performance, particularly nice specimen of this famous Le Mans winning Marque, another of our hand-picked sports cars; terms, exchange, written guarantee.—Baker & Roger, Ltd., at Hudson's Garage, Darkes Lane (opposite Ritz), Potters Bar 6181 or Hatfield 5561 evenings week-ends. (C1159)

Jaguar XK120 Cars Wanted
ROWLAND SMITH'S, the Jaguar XK120 buyers' highest cash prices.—Hamstead High St., N.W.3. Ham 6041. (W4018/R)

JAGUAR XK140

HENLYS, Ltd.
WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (0663/R)

DUNCAN HAMILTON & Co. offer:
1956 XK140 Roadster, red, matching interior, twin exhaust, heater, etc.; £825.—33, High Rd., Byfleet 3101. (C1091)

HENLYS offer with 3 months' guarantee:
1955 Jaguar XK140 fixed head coupe, overdrive, Pacific blue with beige interior, £895.

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. (1274)

WEYBRIDGE AUTOMOBILES, Ltd., offer:
1955 (1956 Series) Jaguar XK140 f.h. coupe, battleship grey, red interior, fitted with disc brakes, heater, fog lamps, etc., an exceptionally fine example of this model; £875.

1955 Jaguar XK140 f.h. coupe, blue with grey interior, heater, wing mirrors, windscreen washers, twin fog lamps, etc., excellent throughout; £825.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2253, Extn. 19. (C4094)

CHARLES FOLLETT, Ltd., official Jaguar retailers, offer:
1956 Jaguar XK140 fixed head coupe, automatic transmission, radio, supplied new by us, fully serviced and guaranteed; £995.

SHOWROOMS—18, Berkeley St., London, W.1. Mayfair 6266. (C2010)

SERVICE AND STORES—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

ROSE & YOUNG, Ltd., offer 1956 Jaguar XK140 fixed head coupe, 19,000 miles only, 2 owners, fitted radio, immaculate condition, white; £695.

1955 Jaguar XK140 fixed head coupe, fitted C-type head and wire wheels, an immaculate specimen, blue; £775.—65-69, Strenthold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6469. (C3057)

1957 roadster, 13,800 only, radio, heater, many extras, C mode buy new 1508; £1,235; terms.—14, Dancyoed Rd., Cardiff. (1024)

1957 Jaguar XK140 d.h.c., overdrive, radio, heater and host of extras, B.R.s., immaculate; £995.—Tel. Bham Vic. 0467. (1922)

1955 Jaguar XK140 SE hard top, C type head and carbs, wire wheels, in excellent original condition; £750.—Tudor Autos, Bromley. Ravensbourne 6725. (1721)

1954 Jaguar XK140, green, green hide, radio, heater, immaculate condition; £545.—Hewitts Garage, Ltd., High St., Ambicote, Stowbridge, Tel. Stourbridge 5138. (C2138)

1955 (June) Jaguar XK140 sports, in red with perfect condition, with new tyres and new battery, exceptionally clean; £750.—Ellis Garage, Oswestry. Tel. 1057 up to 10 p.m. (1909)

JAGUAR XK150

HENLYS, Ltd.
WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." (0663/R)

DUNCAN HAMILTON & Co. offer:
1958 XK150 d.h.c., 10,000 miles, Cotswold blue, overdrive, radio, disc brakes, wire wheels, spotlights, heater, etc., exceptionally well maintained; £1,595.—33, High Rd., Byfleet 3101. (C1091)

GUY SALMON AUTOMOBILES offer:
1958 Jaguar XK150 drop head coupe, British racing green, one owner, excellent condition; £1,500.

(O) R £1,635 with new chrome wheels and new Dunlop Roadspeed whitewall tyres.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

ACLAND & TABOR, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:
1958 XK150, white, discs, 9,000 miles only; £1,495. (C1001)

1958 Jaguar XK150 drop head coupe, radio, heater, overdrive, 9,000 miles; £1,495.—(C1001)

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4036)

1958 (Sept.) Jaguar XK150 f.h. coupe, grey with red upholstery, disc brakes, o.d., radio and heater, a beauty; £1,500.

TEL. Grimby 3791.—F. G. Bird (Motors), Ltd., Corporation Rd., Grimby 19943

1957 Jaguar XK150 hard top, mint condition; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. (C4067)

1958 Series, fixed-head, one owner, 14,000 miles, overdrive, spot lamps; £1,445.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. (C1046)

1958 (October) fixed head, green, under 7,000 miles, special equipment, overdrive, disc brakes, Michelin X's; £1,450.—Tel. Chester 23570. Box 5617. (19543)

1958 Jaguar XK150 drop head coupe, B.R.s., one owner, Michelin X tyres, 22,000 miles; £1,375.—George Kidd Motors, Beauchamp Rd., Leamington Spa, Ltd. 1247. (19584)

1959 Jaguar XK150 fixed head coupe, Cornish grey/red leather upholstery, special equipment, disc brakes, wire wheels, one owner; £1,595.—Great Western Motors, Station Rd., Reading 55281-4. (C1146)

1958 Jaguar XK150 f.h. coupe, finished in green with green upholstery, genuine mileage only 9,000 by one owner, fitted overdrive and wire wheels, immaculate condition; £1,425. (C1146)

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109, 139, Eastbank St., Southampton. Tel. 5694-5-6. (C3120)

1959 (September) XK150 hard top coupe, 400 mile only and as new, disc brakes, overdrive, wire wheels, luggage carrier, etc., written guarantee; £1,775.—Clayton's Cars (Lom), Ltd. 17, Bruton Place, London, W.1. Hyde 9184. (C1050)

1958 XK150 fixed head, favourite off-white, powder blue interior, 17,000 miles, special equipment model, disc brakes, wire wheels, fresh air heater, a very attractive car in superb condition; £1,400 o.n.o.—Apply Persons, Solicitors, Colman St., Ipswich. (1975)

JAGUAR MISCELLANEOUS

HENLYS, Ltd.
88, Piccadilly, Hyde Park 0247

THE Jaguar Showrooms.
50 Jaguars to choose from

DEVONSHIRE House, Piccadilly, W.1 (Hyde Park 9151).

HENLY House, 385, Euston Rd., N.W.1 (Euston 2444).

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 20678).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park, N.W.1 (Gulliver 5721).

THE Hyde, Hendon, N.W.9. Official Jaguar Service Station (Colindale 6565).

H. REART & Co., Ltd., offer:
1949 Jaguar 2½-litre saloon, finished in grey with red interior, good condition throughout; £245.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. (C1081)

THE CHEQUERED FLAG, Ltd.
LONDON'S Leading Sports Car Specialists.

£865—Jaguar XK140, fixed head, 1955, dark grey, radio, heater, overdrive, spots, washers.

£835—Jaguar XK140 1955 drop head, pale blue, C-type unit, wire wheels, radio, heater.

£595—Jaguar XK120 1954 drop head, metallic grey, wire wheels, radio, heater, new hood.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-5, weekdays. Tel. Chiswick 7871, 2 or 3. (C1124)

ACLAND & TABOR, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:
NEW 3.4 and Mark IX for inspection and early delivery. (C1001)

1949 Mark V Jaguar, good condition; £250.—Campbell Symonds, Alperton 1515. (C1037)

JAGUAR MISCELLANEOUS

S. H. NEWSOME & Co., Ltd., Jaguar Distributors, Jaguar Mark VII M, 1956, automatic, Pacific blue, grey leather, radio; £825.

JAGUAR Mark VII M, 1956, overdrive, battleship grey, red leather, radio; £825.

JAGUAR Mark V, 1951, black and grey, red leather; £335.

S. H. NEWSOME & Co., Ltd., Jaguar Distributors, Corporation St., Coventry. Tel. Coventry 55061. (C3145)

1959 Lister Jaguar, works modified 5-litre and 3.8, heater; £2,500.

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4036)

1958 Jaguar Mark VIII automatic saloons, choice of 3, from £1,195, repeat £1,195.

1956 Jaguar 2.4, radio, heater, overdrive, low mileage; £395.

1955 Mark VII M-type, radio, heater, overdrive, in superb condition; £555.

LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln St. Balsall Heath Birmingham, Tel. Calthorpe 3751-2-3. (C2153)

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs—102, London Rd., Kingston, Tel. Ktn. 3348. (0061/R)

CAMDEN MOTORS for high class used Jaguars see advert on page 35.—Camden Motors, Leighton Buzzard 2042. (C1085)

HEWITTS GARAGES specialise in Jaguar cars, 20 Jaguar cars always in stock, any car taken in part exchange; consult us now.—High St., Ambicote, Stowbridge 5138. (C2138)

£430—1949 3½-litre Jaguar, black, all extras, genuine 36,000 since new, original throughout; probably most immaculate specimen available.—Hampstead, Westley Hospital, Oxford. (11144)

1755—Jaguar December 1948 3½-litre saloon, sliding head, radio, heater, very good condition; choice of 3; terms, exchange, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

1949 3½-litre Jaguar saloon, immaculate throughout, this vehicle has only motored 25,000 miles during its life, and is now running in a new engine, it is so well preserved that only a personal inspection will prove its worth at £295, this price of course includes radio and heater.

SWAIN & JONES, Ltd., Farnham, Surrey. Tel. 6201 (4 lines). (1007)

1951 Jaguar Mark V Silver grey, grey leather upholstery, fitted radio, heater, maintained in really superb condition throughout, one change of owner; £345.—Hillwood Motors, Jaguar dealers, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. (C2108)

Jaguar Miscellaneous Cars Wanted
JAGUAR, 8.8.102 have cash, will travel.—154, Lancing Rd., Orpington, Kent. (W1163)

ROWLAND SMITH'S, the Jaguar buyers' highest cash prices.—Hamstead High St., N.W.3. Ham 6041. (W4018/R)

Jaguar Spares and Service

HENLYS, Ltd.
ENGLAND'S largest Jaguar service station.

THE Hyde, Hendon, N.W.9. Colindale 6565.

SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 0516-7. (0516/R)

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middlesex. (1554)

COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. (0892/R)

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley. Ravensbourne 5456. (097/R)

WESTERN MOTORS, Park Row, Bristol. Tel. 26304, have a wide range of Jaguar spares for all models. (84122)

JAGUAR overhaul and repair service—Al Garage (Incorporating Harman Engineering), Child's Place, Earls Court, S.W.5. Fre. 6181. (0097/R)

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JEeps to suit every purse and purpose—Metamet, 100, Belsize Lane, N.W.3. Hampstead 8231. (10527)

JEeps, private or goods, and all spares—F. W. D. Motors, Ltd., Hampton Wick, Teddington Lock 4018. (0820/R)

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JEeps—Ministry reconditioned Ford and Willys' new battery; £115.—Agricultural Vehicles, 24, Third Acre Rise, Oxford. Tel. Cumnor 359. (1949)

WILLYS JEeps, 1951-2 model M38, 12 only, 24-valve and completely waterproofed engines, nominal mileage, excellent condition, all spares in stock; also 30 only brand new Jeep trailers—Thompson-Doxey, Ltd., Sefton St., Southport. Tel. Day 56934, night 67365. (C4129)

Jeep Spares and Service

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spares parts for Jeep: home and export.

1959 illustrated assembly guide and parts catalogue price 1/7; largest stocks, lowest prices; exchange plan engine, gearbox, all spares in stock; also 30 only brand new Jeep trailers.—Thompson-Doxey, Ltd., Sefton St., Southport. Tel. Day 56934, night 67365. (C4129)

GENUINE Willys Jeep spare parts supplied for all Willys vehicles; immediate service and attention given by your sole appointed concessionaires for Great Britain and Northern Ireland.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN

BROOKLANDS OF BOND STREET.

1957 541 saloon de luxe.

103 New Bond St., London. W.1. Mayfair 8351.
[C1029]

COOMBS & SONS (GUILDFORD), Ltd.

Jensen Interceptor fixed head 2-door sports saloon, full 5.6-seater, this is a de luxe model and was the last one produced by the factory, delivered in October, 1958, the car is finished in dark grey with contrasting red leather top, the interior upholstery is in red hide, the car is fitted with every possible refinement including push-button radio, overdrive, heater, list price new last year exceeded £2,600; the car is now offered with the very low mileage of 8,000 at £1,695.

Jensen 541 sports saloon, 1956 model, finished in deep carriage green, fitted with overdrive, heater, Michelin X tyres, etc., moderate mileage, 120mph performance: £1,395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

Jensen 541 saloon, overdrive, radio, one

1955 owner, immaculate: £1,345.

TAYLOR & CRAWLEY, 12a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881.
[C4036]

CHARLES FOLLETT, Ltd., sole distributors for London

and part Home Counties, offer:

1958 Jensen 541 R saloon, disc brakes; overdrive, green and grey, one owner, supplied by us

new.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICES & Stores: Barnsdale Yard, off Elgin Ave.,

W.9. Cunningham 5936. [C2010]

NEWBURY MOTORS (WORCESTER), Ltd., Jensen

distributors; demonstrations to all parts of the

country—34, Foregate St., Worcester 2861. [C3146]

Jensen Spares and Service

CHARLES FOLLETT, Ltd., sole London distributors

and part Home Counties—service and spare parts,

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BARNSDALE Yard, off Elgin Ave., W.9. Cunningham 5936-7-8.

JOWETT

BUNTING'S MOTOR EXCHANGE

JOWETT main agents since 1922. Always a good

selection of used Javelins and Bradford utilities—

Bonnerfield Lane, Harrow. Tel. 6225-6. [0913/R]

JAVELIN d 151, maroon, heater, terms: £250.—Bone,

44, Lascotts Rd., London, N.22. Bow 9003. [1150]

1952 Javelin, one owner, fitted heater, etc., good

condition throughout: £310.—Bosman's

Waybridge, 35, [C1143]

1953 Jowett Javelin de luxe, metallic grey with tan

interior, 11,000 miles on recon. engine, as

brand new: £445.—Trinity Cars, Ltd., 94, North Side,

Wandsworth Common, S.W.16. Vandeyke 1168.
[C4034]

£295—Jowett Javelin, careful owner, tip top

cond., heater, leather, spots, new engine,

etc., 1955, choice 2, 100 guaranteed cars.—Ben-

motors, 1, Clarendon Rd., London, W.11. Park 5066-7,

(50 yards Holland Park Tube). [C1017]

1952 Jowett Javelin de luxe, black with red hide

upholstery; originally costing £1,300 this

must be one of the finest examples in existence today.

A genuine mileage of 35,000 in the careful hands of

a professional owner; specification includes H.M.V.

radio, heater, cigar lighter, spotlight, reversing light,

tool kit; £405.—Chandlers (1946), Ltd., Framfield Rd.,

Uckfield, S.1. 340. [1178]

Jowett Cars Wanted

GOOD Jowett required immediately.—O. Edwards,

Amenbury Lane, Harpenden, Herts. Harpenden

118. [W2000]

ROWLAND SMITH'S, the Jowett buyers; highest

cash prices.—Hampstead High St., N.W.3. Ham-

6041. [W4018/R]

Jowett Spares and Service

JOWETT spares and service

SPARES, reconditioned units and service facilities will

continue to be available in your district; consult

your local agents or write to Service Dept.

JOWETT ENGINEERING, Ltd. (formerly Jowett Cars,

Ltd.), Birstall, Batley, Yorkshire. Tel. Batley

1951. [0794/R]

F. FAIRMAN & SONS, Ltd., Jowett main agents

COMPLETE spares for Javelins and Bradford always

in stock; specialised repairs, tuning and service.—

Horley, Surrey. Tel. Horley 17. [0961/R]

G. W. WILKIN, Ltd., for Jowett spares and service,

—Richmond Rd., Kingston-on-Thames, Kin. 2241.

V. MOTORS, Ltd., for Jowett service and spares,

A 1930-54 models.—Park Rd., Teddington, Middx.

Kin. 8613 and 0710. [0759/R]

BIRMINGHAM agents, large stocks of spares.—Frank

Cope, Birmingham, 18, Edg. 0916. [0849/R]

BUNTING'S MOTOR EXCHANGE offer unlimited

service and spares and repairs for Jowett Javelins,

Bradford and pre-war Jowett.—Bonnerfield Lane,

Harrow. Tel. 6225-6. [10073/R]

COOTER & GREEN, Ltd., Jowett specialists and

enthusiasts; full main agents, service and spares

facilities.—415, Upper Weymouth End Rd., Eden Park,

Berkhamstead, Kent. Sec. 2565. [0649/R]

GODFREYS, Ltd.—Spares and service for Jowett

and Bradford specialist repairs.—226-234, London

Rd., Croydon (Cro. 3641); Bushwood Corner, Leyton-

stone, E.11 (Wan. 5011-2); 1a, Highgate Rd., Kentish

Town, N.W.5 (Gui. 7761). [0463/R]

LAGONDA

HAROLD RADFORD & Co., Ltd., offer:

1954 model convertible, good history, green with

grey leather: £1,450.—Kensington 6642.
[C4147]

1957 Lagonda 3-litre 4-door saloon, fastidiously

maintained by one owner, full history avail-

able: £1,750. [C2111]

A. FREEMAN, Ltd., Grosvenor Garage, Burnage

Lane, Levenshulme, Manchester. 19. Rusholme

2874.

£550—Lagonda 2.6 de luxe saloon, but what

a beauty! speedometer reads 25,000 which

may or may not be genuine but look at the car, drive

the car, it's so fascinatingly beautiful and unmarked

one could well believe its total mileage under 15,000;

it's really superb. If you want an outstanding mag-

nificent example this is it!

LAMBOS OF WOOD GREEN (Established 1897): 100

guaranteed cars; exchange; hire purchase—421-

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£1595—1955 (July) Lagonda registered 3-litre

Tickford coachbuilt 4-door saloon, one re-

gistered owner only since new, this owner is full-

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423, High Rd., Finchley. Finchley 6222. [C2052]

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LEA-FRANCIS CARS, Ltd., Coventry

SPARES for all models from the manufacturers.—

Head Office and Works: Much Park St., Coventry.

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OFFICIAL Lea-Francis service station—all spare

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PROVIDENCE Court, W.1. Mayfair 2941.

AUSTIN A.125 Sheerline seven passenger Limousine,

leather throughout, face forward seats. £945.

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private owner, heaters, Works maintained. £1375.

HUMBER Imperial, 1953 Series, Mark III, black,

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leather throughout, black, one private owner.

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leather, black, private owner, exceptional condi-

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LIMOUSINE specialists for over 30 years. Write or

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LPE & SAUNDERS Ltd., Providence Court, North

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2941. [C1006]

WILCOX & CO. OF NORTHOLT.

1951 Austin Sheerline Limousine, 7-seater. £525.

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AUSTIN Princess limousine, 1955, in very good con-

dition, radio, etc. £2,250.

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1951

CAMDEN MOTORS, the largest stock of limousines

in the country, 70 models available, Princess,

Sheerline, Austin Hircar, Humber Pullman, Rolls-

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Advertisement write for special hire car catalogue and

illustrated brochure.

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MARYLEBONE, W.1. Welbeck 1124.

15850 miles only, 1956 Armstrong Sapphire, divi-

brakes, power-assisted steering, driver-controlled shock

absorbers, heaters, radio, screenwash, private, black.

ARMSTRONG Sapphire 1955, division, widest occa-

sional, cloth rear, heaters, one private owner

39,000 miles, black: £1,295.

AUSTIN Princess late 1956, automatic transmission,

A good price for cars in above average condition

partition, one private owner, black.

AUSTIN Princess 1955, brown hide throughout, widest

occasional, loose covers, heaters, radio, one pri-

vate owner, black: £2,150.

AUSTIN 1953 LWB Sheerline, brown hide throughout,

loose covers, 3-abreast bench-type occasional seats

heaters, radio, low mileage, one private owner, black.

AUSTIN 1952 LWB Sheerline, cloth rear, heaters,

A radio, loose covers, sun roof, one private owner,

41,000 miles, black: £1,065.

AUSTIN 1954 16hp Hircar, one owner, private, black:

£725.

AUSTIN 1951 16hp Hircar, one owner, private, black:

£495.

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EPPS.

190 blue, 1960 model, right-hand drive, immediate delivery.
TEL. Farnborough (Kent) 55551. [1327]

WORKING MOTORS.

THE leading distributors and stockists offer the largest selection of new and second-hand Mercedes-Benz cars including—

1959 190SL convertible, 11,000 miles only, light grey, red interior; £2,595.
1958 220SC, fixed head, radio, 10,000 miles; £3,295.

1958 220S, high compression, left-hand drive, ambassador's car, 10,000 miles only, chauffeur kept; £1,595.
1958 220S, 20,000 miles, leather interior, one owner; £1,935.

1956 300SC Cabriolet, petrol injection, self-seeker radio, 21,000 miles; £2,950.
1955 300B de luxe, dual grey, 38,000 miles, radio; £1,475.

UNIQUE 12 months' guarantee; German factory-trained service personnel; open Saturday afternoon—Maybury Hill, Woking 4277-8-9. [C4057]

METROPOLIS GARAGES.

1955 (August) Mercedes-Benz, type 180 saloon, black with green upholstery, fitted radio, heater, wing mirrors, two owners, £275.
1955 Mercedes-Benz, type 220A, l.h.d., black with grey upholstery, fitted with self-seeking radio, electric aerial, windmill tyres, wing mirrors, one owner, immaculate condition; £995—45, Earl Court Rd., Kensington, W.8, Western 4544. [9365]

CHIPSTEAD MOTORS offer:

1956 (June) 220S, one owner, very low mileage, leather interior; £1,525.
1955 (Feb.) 300B de luxe, one owner, radio, very low mileage, immaculate; £1,425.
142 Holland Park Ave., London, W.11. Park 3445. [C1046]

BLACK & WHITE GARAGES.

THE Midlands' leading specialists for Mercedes-Benz cars, all models.
TRAINED mechanics, finest service, spares, accessories, guarantees, used Mercedes often on offer; send for lists; distributors for Bosch and Hella Electric, trade supplied; Continental tyres.
BLACK & WHITE GARAGES—Tel. 531 and 231 Harvington, Evesham. Part exchanges; hire purchase; insurances. Open all weekends. [0203/R]

HENLYS offer with 4 months' guarantee—

1952 series Mercedes 300, left-hand drive, black with grey interior; £1,145.
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MAYFAIR COUNTRY CARS offer—

1956 220A, very low mileage, one owner. Telefunken radio, power brakes, leather upholstery, superb condition; £1,450—47, Montrose Place, S.W.1. Belgrave 5854. [C3008]

HAROLD WEBB MOTORS, Ltd., offer—

1959 220SE convertible, petrol injection engine, leather upholstery, Becker self-seeking radio, electric aerial, every extra including Reuter adjustable seats and special suspension, perfect specimen, finished in blue with grey hood, only 6,870 miles, one owner, cost approximately £4,500; sacrifice at £3,975; orders accepted for all new models, but deliveries will be delayed—Rouse Corner, Ruislip, Essex. Hornchurch 48981. [C4148]

BROADWAY MOTORS (HOUNSLOW) offer—

1951 Mercedes 220, fawn, radio, heater, air conditioning, loose covers, immaculate throughout; £485—Hanworth Rd. (Hounslow East Tube), Middx. Hounslow 6203. [C1113]

GEORGE NEWMAN (BRIGHTON), Ltd., offer—

FOR immediate delivery the new model 190 saloon in red.
1956 Mercedes 180, right-hand drive saloon, maintained regardless of cost, coachwork and interior in immaculate condition; £275.
GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 6 Sussex Mercedes-Benz main agents—Jubilee St., North Rd., Brighton 24247-8. [C3161]

JOHN S. TRUSCOTT, Ltd., the oldest Mercedes-Benz distributors.

300C saloon 1957 (Feb.), automatic transmission, 27,000 miles; £2,500.
220SC convertible 1958 (March), 14,000 miles; £3,350.
220S saloon 1958, 12,000 miles; £1,875.

220S saloon 1958, l.h.d., automatic clutch, 2-tone, 7,000 miles; £1,795.
220A saloon 1955; £1,195.

180 saloon 1954, 31,000 miles; £875.
180 saloon 1954, 40,000 miles, l.h.d.; £775.

OUR stock is always changing; current details on request.
NEW Mercedes-Benz for 1960: advance literature on request, including types 220S/SE, the world's finest medium-sized cars; our demonstration car is here for you to drive and judge; orders are now being accepted for earliest delivery.

TYPE 300D automatic transmission luxury saloon, and type 190 saloon in stock for immediate delivery.
JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

HALF WAY AUTOS, Southend Arterial Rd., E. Hornden, Essex, offer for sale:
1956 (model) Mercedes 300SL, in dark blue with gull-wing doors, manual gear box, radio and heater, with matching blue and black interior; a must for only speed personnel; £2,650—Tel. Herongate 394 or 265. [C2150]

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TAYLOR & CRAWLEY, Ltd., the Mercedes-Benz distributors, offer—
1959 Type 300D automatic saloon de luxe, fuel injection engine, self-seeking radio, most luxurious car; £3,750, list price £5,300.
1958 (October) type 190SL roadster: one owner, radio, immaculate condition; £2,475.
1956 Type 190SL roadster, left-hand drive, excellent condition; £1,665.
1955 Type 300B saloon, radio, heater, superb luxury at £1,395.
1959 Type 220S saloon, 7,000 miles, one owner, beautifully maintained; £1,995.
1958 Type 190 saloon, l.h.d., one owner, carefully maintained; £1,185.
1939 Type 320 4-door cabriolet, 35,000 miles, immaculate; £575.

NEW model 220S saloon and the luxury Type 300D saloon available for inspection and demonstration.
TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., W.1. Gros. 8861-4. [C405]

ROSE & YOUNG (ENGINEERS), Ltd., The Mercedes-Benz distributors, offer—
1955 300SL sports coupe, one owner, excellent history, never involved in an accident, silver grey.
1956 190SL sports, l.h.d., fitted radio and leather upholstery, immaculate condition, white; £1,625.

We shall be pleased to receive enquiries for any of the new 1960 Mercedes-Benz models.
46—50, Streatham Hill, London, S.W.2. Tel. Tulse Hill 6464, 8182, 0166. [C3053]

MOTORS & PLANT (PETERBOROUGH), Ltd., the Mercedes-Benz distributors, offer—
1957 Mercedes-Benz 190 blue, many extras.
1956 Mercedes-Benz 220S, dark red, hide upholstery, Reuter seats, radio, 51,000 miles, taxed, fine specimen.
1952 Mercedes-Benz 220 saloon, buff, first-class order—Newark Rd., Peterborough. Tel. 5551-52-53. [1110]

MERCEDES-BENZ October 1955 220A, only 38,000 miles and in mint condition throughout; £1,195.
DICKSON MOTORS (PERTH), Ltd., Crief Rd., Perth. Tel. 3892-3. [T9038]

1956 220A blue saloon Mercedes, immaculate model; £1,450—Tel. Hounslow 3456 or 2238. [0693/R]

1956 Mercedes 220A, grey, one owner, low mileage, immaculate; £1,395—Wilson's, Ltd., Epsom 3901. [1201]

1956 (Sept.) 220S, leather, radio, heater, immaculate; £1,595—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1956 Mercedes 220A, one owner, radio, perfect condition; £1,550—Farnham Motor Co. Ltd., Downham St., Farnham, Surrey. Tel. 4873-4. [C2110]

1956 Mercedes 220, seat covers, one owner, superb condition; £1,450—Robbins, East Putney. Tel. 7881. [C3010]

£495—Mercedes-Benz 220 saloon, 1952-3, one owner only, moderate mileage, radio and heater, loose covers, excellent condition throughout.
MAYLES HENLOW, 42A RAE, Henlow Camp, Beds. Tel. Henlow Camp 233. [1962]

1959 220S saloon first registered 1st June, 1959, one owner, 3,800 miles only, finished in stone grey with blue upholstery, immaculate condition; price; £2,150. [19999]

JACK ROSE, Ltd., offer 220A saloon in grey, appearance almost unmarked, imported July, 1958; accept £1,175—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1959 Mercedes-Benz 220S saloon, graphite grey with red leather upholstery, 4,000 miles only and general as new condition—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131]

190SL (1958) d/head coupe, one fastidious owner, 15,000 miles only, maintained by concessionaires regardless of cost, all repair bills available; in really exceptional condition; £2,350.
GEE CARS, Ltd., 189, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [1106]

1954 model Mercedes-Benz 300 saloon, left-hand drive, fawn, superbly equipped with radio, under 30,000 miles since new with one Royal owner, like new throughout, viewed by appointment; £1,000.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1958 (June) Mercedes 220S saloon, 15,500 miles, graphite grey, radio, heater, one owner, immaculate condition throughout; £1,775—Wellby Motor Co., 598, High Rd., Leytonstone, Tel. Ley. 4508. [19626]

220A saloon, S modifications, little used by ex-owner, extras include Becker self-seeking 8-waveband radio (cost £160), original unblemished condition; £1,375—Fremantle 9376 evenings. [1087]

190SL 1958, graphite grey and red interior, hard and soft top, H.M.V. radio, 25,000 miles only, superb condition; £1,985 taxed—Charles Cruickshank Motors, Mercedes-Benz Distributors, The Centre, Bristol, 1, Tel. 25765. [11105]

CURRENT model 300D pillarless saloon, automatic drive, petrol injection engine, mileage under 1,000, colour grey and blue interior, as new—Joe Thompson Motors, Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858. [C4028]

£1295—Mercedes 220, Webasto roof 1955, pastel grey, special moquette interior, superb cond., lots 100 guaranteed cars—Benmotors, 1, Clarendon Rd., London, W.11. Park 5066 7 (50 yards Holland Park Tube). [C1017]

HIGHEST prices paid for Mercedes, petrol or diesel.
R—Ring Leeds 4771/661358. [9766]

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices—Hamstead High St., N.W.3. [W4018/R]

BARTLETT—Consult us before selling or exchanging your Mercedes 300SL or 190SL—27, Pembroke Villas, W.11. Bayswater 0523. [W1018]

Mercedes-Benz Spares and Service
NEW Mercedes-Benz engines available from stock for the following models: 300, 300S and 300SL.
CAMBRIDGE MOTORS, Springfield Rd., Chelmsford, Tel. Chelmsford 4881. [81149]

MERCURY

CONCESSIONAIRES for U.K., including spares—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 9693. [0115/R]

1956 Mercury Monterey, manual change, brilliant condition, recon engine, dark green; £1,255.
Spicers Car Sales, Hitchin 2037. [C4121]

MESSERSCHMITT

MPHW for all miniature cars, new and used.
—23, Piccadilly, W.1. Gerrard 6055. [C3156]

Messerschmitt Cars Wanted

PRIDE & CLARKE—best buyers—Brixton 6251. [W3068]

ROWLAND SMITH'S, the Messerschmitt buyers; highest cash prices—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE—Stock spares; quotations any part by return c.o.d.; easy payments; trade supplied—Stockwell Rd., S.W.9. Brixton 6251. [83068/R]

METROPOLITAN

CAR MART, Ltd.
OFFER with six months' guarantee.
£595—Metropolitan 1500 hard top, radio, heater, 18,000, reg. 1957.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1029]

GUY SALMON AUTOMOBILES offer—
1958 Austin Metropolitan, hard top, radio and heater; £625—Portsmouth Rd., Thames Ditton, Esherbrook. [C4001]

1958 Metropolitan hard top, one owner, white and yellow with black and grey interior; £665.
PARSONS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3089]

1959 Metropolitan, hard top, green and white, 7,000 miles; £665—Cyril Norton Motors, Ltd., Copes Grove 1890. [11127]

1958 Metropolitan (Aug.) convertible coupe, black and cream, spare engine, spare wheels, one owner and a recorded mileage of only 4,125, this vehicle is indistinguishable from new; £675; terms and exchange—Parsons & Parsons, Ltd., Harlow, Essex. Tel. Potter Street 121. [C3038]

Metropolitan Cars Wanted

ROWLAND SMITH'S, the Metropolitan buyers; highest cash prices—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]

M.G. MIDGET

MERCURY offer—
£285—1947-8 M.G. TC, new hood, green, excellent order; exchanges with pleasure—824, Harrow Rd., Wembley, Wembley 6058. [1125]

A. E. WITHAM, M.G. specialists, offer—
A GOOD selection of used M.G. cars with 3 months' written guarantee.
H.P. and part exchanges welcome; we maintain one of the largest stocks of M.G. spare parts back to 1930 Midget; a prompt c.o.d. service and a fully equipped workshop awaits you at Queens Garage, 152-4, Queens Rd., Wimbledon Liberty 3083. [0435/R]

PARADE MOTORS (MITCHAM), Ltd., offer—
1958 M.G. A, blue/grey, one owner, specimen car; £798.
1956 M.G. A, blue, radio, heater, triple disc, superb; £675.
1955 M.G. TF 300, cream/red, immaculate, many extras; £599.
1954 M.G. TF, red and beige, distinctive condition throughout; £565.
1954 M.G. TF, black and beige, heater, radio, tonneau, exceptional; £565.
1954 M.G. TF, black and green, radio, tonneau, any trial; £560.
1950 M.G. TD, black/red, heater, tonneau cover, excellent throughout; £410.
1947 M.G. TC, green and green, luggage carrier and many extras; £315.
1936 M.G. TA, cream/green, excellent condition; £185.

A L.L. fully guaranteed, part exchanges and hire purchase welcomed.
PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7188. [C3088]

TOULAIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 or 3456. [1210]

1934 PB, green, just resprayed; £165.
1936 TC, maroon; £365.
1948 TD, red, specimen; £475. [0765/R]

1954 M.G. TF 2-seater, red, red leather, 30,000 miles; only new condition; £545.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

M.G. TD, 1952, black, new engine and battery fitted, good tyres and weather equipment, extras; £450.
Box 5834. [11195]

395 ens.—M.G. Midget 1950 TD 2-seater, red, screen wipers, good condition, written guarantee; terms, exchanges—Rowland Smith, below.
345 ens.—M.G. Midget 1949 TC 2-seater, luggage carrier, PVC hood, excellent condition, written guarantee; terms, exchanges—open 9-7 weekdays and Saturdays—Rowland Smith, Hamstead (Tube), N.W.3. Hamstead 6041. [C4018]

1952 M.G. TD sports, turquoise, far above average; £455—Richard France, Ltd., 252-254, Tottenham High Rd., Tottenham 0822. [C2116]

USED CARS FOR SALE AND WANTED — SPARES AND SERVICE

M.G. MIDGET

1954 M.G. TF, green, new hood, fog, spot, reversing lamps, windscreen washers, wing mirrors, lovely condition; £530; owner going abroad.—Duffin, 5, Granville Cres., Cirencester, Glos. (1179)

1954 M.G. TF model, green, recorded mileage 17,700, many special features, excellent condition; £545.—Seager & Co., 175, Ferry Vale, S.E.23, Forest Hill 1838. (1059)

1955 M.G. TF 1500, green, heater, Scintilla distributor, larger carburettors, one owner, 34,000 miles, immaculate; £585.—W. H. Hall Automobiles, 10, High St., Banstead. Burgh Heath 2721. (1917)

1954 M.G. TF, black with green interior, new hood and curtains, extras include new radio, luggage grid, twin Lucas spot lights, mirrors, etc., the car is in original condition, two lady owners; £485.—Inspect Kensington, Tel. Park 1854. (1213)

1954 M.G. TF, grey with red trim, a one owner car supplied and serviced by ourselves, in perfect condition, 25,000 miles, fitted new tyres, radio, etc.; £495.—John Bryant & Sons, Ltd., 193, Aston Rd., Birmingham, 6, Tel. Aston Cross 4851. (1307)

M.G. Midget Cars Wanted

RS ROWLAND SMITH'S, the M.G. Midget buyers; highest cash prices.—Hamstead High St., N.W.3, Ham, 6041. (W4018/R)

M.G. MAGNETTE

GORDON & GYNN offer:—

1957 Magnette Varitone finished in dark and light grey with red interior, one-owner car with full servicing history, fitted with radio, etc.; £775.—78, Cadogan Lane, Sloane St., S.W.1, Sloane 4017. (C2075)

EFS MOTORS, Ltd., offer:—

1958 (Nov.) Magnette finished in maroon and beige, beige upholstery, one owner from new, 9,040 miles only, spotless condition, a perfect example of this very popular car; £925.

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M.G. MAGNETTE

M.G. Magnette, maroon, guaranteed mileage 6,700; November, 1957; £915.—Pollards 2102. (1305)

1958 model (Dec. '57) Varitone, blue/black, one titled owner, 14,000 miles; £885.

1956 (May) M.G. Magnette, blue, 23,000 miles, excellent condition; £695.—W. H. Hall Automobiles, 10, High St., Banstead. Burgh Heath 2721. (1256)

MAGNETTE, ZB or Varitone, required immediately, private enquiries.—Apply Mrs. Cowley, Hainault 6208.

1957 (Oct.) Magnette ZB saloon, twilight grey, genuine mileage 14,888, immaculate; £845.—Imperial 2242. (1991)

M.G. Magnette, November 1955, fitted with radio, in excellent condition; £730.—Whites (Camberley), Ltd., Camberley 3443. (1960)

1958 (Oct.) M.G. Magnette, silver grey/black, 12,000 miles, licensed; £945.—F. L. Cranmore, Ltd., Tel. Putters Bar 2040. (C1062)

1958 (Oct.) M.G. Magnette, grey/red, excellent condition; £875.—Saul & Staffer, Ltd., 43, Aldermans Hill, Palmers Green, N.13, Fox Lane 1066. (C4002)

1960 model Magnette finished in red, delivery mileage only; list price.—Bowman's, Weybridge 3263. (C1145)

1958 (model) M.G. Magnette Varitone, grey and black, mileage 12,000, taxed, immaculate; £950.—Kerridge, Alton 224. (C3118)

1955 M.G. Magnette, maroon, red leather, radio, heater, washers, Michelin X tyres, a superb example; £650.—Ickenham Motors, Ltd., Ruslip 8016. (1258)

1957 ZB Magnette, underserved, low mileage, all extras, including radio, unrepeatable at £799.—Hendon Way Motors, 395-395, Hendon Way, Hendon Central, N.W.4, Tel. Hendon 8011. (C3063)

1958 model M.G. Magnette, gun metal grey, heater and radio, 35,000 miles; £895.—Seen at 1, Wellesley Parade, Caterham, Tel. Upper Warringtonham 3351. (1998)

1955 (May) M.G. Magnette 1½-litre saloon, green, one owner, underserved, screenwash, rad. blind, taxed, etc.; £615.—Cattermole (Garage), Ltd., 79, Pentonville Rd., N.1, Terminus 1001. (C1180)

M.G. Magnette, 1956, pale green, radio, etc., works engine, 11,000, completely immaculate; £765; exchanges.—Crossroads Garage, Ottershaw, Surrey, Tel. 365. (1151)

1955 Magnette, black, beige interior, immaculate condition throughout, new tyres, guarantee; £675; h.p. available.—Thos. B. Williams, Ashby Garage, Ashby Parva, Nr. Rugby, Leire 212. (1181)

1959 M.G. Magnette saloon, black/red upholstery, radio and heater, works reconditioned engine fitted, still to be run in, taxed, we fully recommend this car; £660.

IVOR CREEK, Ltd., Nichols Road Garages (one minute Six Dials), Southampton, Tel. 23444. (1232)

1956 M.G. Magnette, reg. Dec. 1955, Alexander conversion, high axle ratio, heater, fog lamps, radiator blind, etc., in beautiful condition; £725.—Wheeler's (Newbury), Ltd., Newbury Tel. 1020. (C4123)

£539!!!—1955 model (Nov. '54) M.G. saloon, fitted radio, heater, spot lamps, mileage 28,000, one owner, taxed year, maroon with maroon upholstery, really immaculate car, terms.—Tel. Gately 6893 of 16, Torington Rd., Gately, Cheshire. (1940)

XXX Superbly maintained 1958 (March) M.G. Magnette saloon, grey with red hide, heater, an outstanding low mileage one owner car, written guarantee; £885; terms, exchanges.—H. F. Edwards, 154, Ot. Titchfield St., London, W.1, Langham 0012. (C2003)

RATHER special high-performance 1954 Magnette, fitted tuned, balanced 1957 M.G.A. engine, c.r. box, 88-1 c.r., 78 bhp. X tyres, Marchal conversion heads, spec. instruments, many extras, 29,600 (2nd car); £650.—22, Moss Lane, Sale, Cheshire. (1182)

745 gns.—M.G. Magnette, 1957 ZB, grey, maroon leather radio, heater, screen washers, one owner, excellent condition; written guarantee; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Row and Smith, Hampton (Tube), N.W.3, Hampton Gate, S.W.7, Kni. 6861. (C4013)

M.G. Magnette Cars Wanted

RS ROWLAND SMITH'S, the M.G. Magnette buyers; highest cash prices.—Hamstead High St., N.W.3, Ham, 6041. (W4018/R)

EDWARDS want and buy good M.G. Magnette.—28, C 34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.

LEC for M.G.A.

1958 M.G.A. blue, 9,000 miles only, comprehensive equipment includes black hard top, Perspex side screens, radio, heater, tonneau cover; this very lovely car would cost approximately £1,075 new to-day; available November 15 at £825.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7, Kni. 6861. (C1086)

A1 GARAGE, Ltd., offer:—

1958 M.G.A. hard top, Webasto roof, cream/red, many extras, 18,000 miles, one owner, specimen example; £825.—14-16, C-11, Place, Earl Court, London, S.W.5, Fremantle 6181. (10053/R)

TOM GARNER, Ltd., offer:—

1958 M.G.A. 2-seater sports, red, heater, many extras (inc. hard top), 15,000; £845.—12, Peter St., Manchester, E. B. 14, 9265-6-7. (1251)

GUY SALMON AUTOMOBILES offer:—

1959 (March) M.G.A. 2 in cam roadster, red/black hood, H.M.V. push-button radio with wind-up aerial, rigid side screens, heater, disc brakes, tonneau cover, 3,500 miles only from new, supplied and maintained by us; £1,095.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

M.G.A.

CLAND & TABOR, Weylyn By-Pass, Herts. Wel-1956 M.G.A. sports, green, recent complete works overhaul including new engine, every possible extra, including radio, as new; £735, o.n.o. M.G.A. hard top, blue, heater; £750. (C1001)

1958 M.G.A. blue, radio, heater, tonneau cover, Michelin X, spot lamp, as new; £815.

1956 M.G.A. red, radio, heater, tonneau, Michelin X, carrier, turbo discs, as new; £695.—W. H. Hall Automobiles, 10, High St., Banstead. Burgh Heath 2721. (1918)

£925!!!—1959 M.G.A. 1600 model, 1,400 miles, give away price.

LAMBS OF WOOD GREEN (Established 1897): 100 L guaranteed cars; exchanges, hire purchase, £121-425, High Rd., Finchley, Finchley 6222. (C2052)

HALF WAY AUTOS, Southend Arterial Rd., E. Hornden, Essex, offer for sale:

1957 M.G.A. blue with black and blue interior, 2-box; £845. radio and heater, fitted manual gear box; £845.

1958 M.G.A. coupe, black with red and ivory interior, radio, manual gear box; £895.—Tel. Herongate 394 or 265. (C2150)

1959 (May), 7,000 miles only, red dr., head, immaculate, must sell, wonderful value; £800.—Tel. day, Gul. 8471, night Northwood 1804. (1051)

1956 M.G.A. 2-seater, black, green leather, heater, tonneau cover, wire wheels, exceptional; £685.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. (1338)

1958 M.G.A. fixed head, black, heater, radio, new tyres, 13,000 miles, immaculate; £825.—Wargrave Motors, Berks, Wargrave 206. (1034)

1956 May M.G.A. soft top, grey, 28,000 miles, heater, one owner, immaculate; £815.—Crawley 3267. (1338)

1959 M.G.A. sports, ivory with red trim, 4,000 miles only, heater, tonneau cover, other extras; £845.—Kerridge, Alton 2192. (C3118)

SHAW-COLLIER new M.G.A. 2 in cam, 2-seater at substantial reduction or in part-exchange; in London, Ltd., Abbey Garage, Tel. Plymouth 63481. (1077)

1958 open 2-seater fitted radio, heater, etc., 16,000 miles only, red, £775; also new 1600 open 2-seater, finished in blue, list price.—Bowman's, Weybridge 3263. (C1145)

M.G.A. 1600 coupe, dove grey, red leather, heater, 2 in cam, horse, tonneau cover, 2,000; £850.—Logan, 10, Alanwood Park, Bangor, N. Ireland, Tel. 3250. (1135)

1958 M.G.A. coupe, cream, black upholstery, heater, 4 months B.M.C. guarantee; £665. Circus Garage (Brighton), Ltd. Tel. Brighton 28301-2-3. (C1147)

1959 (April) d/head with special head, adjustable steering column, screen-washers, demonstration model with small mileage, as new; originally priced at £1,075, our price £925.

SOUTHGATE MOTORS, Huddersfield 6344. (1128)

1959 (May) M.G.A. fixed head coupe, red, 6,000 miles, wire wheels, Michelin X tyres, many extras; £950.—Olfey Bros., Ellesmere Port, Cheshire, Tel. Ellesmere Port 1821. (1338)

1958 (August) M.G.A. red, one owner, detachable hard top, sliding screens, heater, tonneau, fog lamp, windscreen washers, wing mirrors; £795.—Haslemere Motor Co., Woking 1444. (1312)

1958 M.G.A. coupe, island green, fitted radio, heater, s/wash, luggage rack, supplied, maintained by our service dept. since new, immaculate throughout, written guarantee; terms, exchanges; £640.—CURFEW GARAGE, Tel. 23, Moreton-in-Marsh. (1970)

1957 (Aug.) M.G.A. hard top, ivory with red interior, 20,000 miles, spot light, heater, luggage rack, telescopic steering washers; Chipstead Motors 142, Holland Park Ave., London, W.11 Park 3445. (C1046)

825 gns.—M.G.A. 1958 2-seater, glacier blue, grey leather, wire wheels, one owner, 5,500 miles, written guarantee; choice of 2 terms, exchanges; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3, Hampton 6041. (C3018)

1959 M.G.A. sports 2-seater, one owner, glacier heater; adjustable steering, twin horns, screenwashers, radiator blind, in as new condition; £865.—Arnott's Garages, Ltd., Grange Rd., Willsden Green, N.W.10, Willsden 0161. (1929)

JACK ROSE, Ltd., M.G. stockists, offer 1957 M.G.A. 2-seater in blue, 15,000 miles, one owner, almost unmarked condition, accept £750; also 1959 model M.G.A. 2 in cam coupe, 5,000 miles, many extras, accept £1,095.—Stafford Rd., Wallington, Surrey, Wallington 6677/8. (C3056)

M.G.A. Cars Wanted

RS ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hamstead High St., N.W.3, Ham, 6041. (W4018/R)

M.G. MISCELLANEOUS

GE 1939 M.G. VA 1½-litre 4-door 4.5-seater de luxe sliding sun roof saloon, in most beautiful condition in brilliant

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. MISCELLANEOUS

THE CHEQUERED FLAG, Ltd.

LONDON'S Leading Sports Car Specialists.

- £795**—M.G. A. 1957, black, radio, heater, X tyres, Derrington mode, tonneau, mirrors.
£775—M.G. A. 1957 2-seater, white, heater, X tyres, rack, spot lamp.
£725—M.G. A. 1957 model, green, wire wheels, radio, heater, tonneau cover.
£715—M.G. A. 1956, red, radio, heater, wire wheels, X tyres, spot, mirrors.
£715—M.G. A. 1956, green, radio, heater, wire wheels, washers, mirrors, etc.
£695—M.G. A. 1956, blue, wire wheels, radio, heater, X tyres, tonneau.
£615—M.G. TP 1500, 1955, black, X tyres, luggage rack, tonneau.
£545—M.G. TP, 1954, cream, tonneau, rack, spot, mirrors.
£495—M.G. TD, 1951, red, an immaculate car, spots and mirrors.
£485—M.G. TD, 1952, dark green, rack, spot, washers, badge bar.
£465—M.G. TD 1953 2-seater, white, luggage rack, wing mirrors, flashers.
£425—M.G. TD, 1951, green, rack, spot, mirrors, demister, badge bar.
£295—M.G. TC, 1949, pale blue, spots, mirrors, twin horns, badge bar.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-8 weekdays. Tel. Chiswick 7871, 2 or 3. [C1124]

BEARDS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348. [C1062/R]

£435—M.G. 1½ 1951/2 sun saloon, superb cond., careful owner, host extras, pastel, matching interior; lists 100 guaranteed cars.—Benmott's, 1, Clarendon Rd., London, W.11. Park 5066/7 (50 yards from Chiswick Park Tube Station). [C1017]

295—M.G., 1949 1½-litre saloon, ivory, sliding head, excellent condition; written guarantee; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018/1]

£365—M.G. Y 1½-litre sports tourer 1951, outstanding in red, recent reconditioned engine, twin carburetors, particularly nice specimen of this attractive 4-seater sports car, terms, exchanges, guarantee.—Baker & Roger, Ltd., at Hudson's Garage, Darkes Lane (opposite Riz), Fotters Bar 6181 or Hatfield 3561 evenings/week-end. [C1199]

M.G. Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4019/R]

S H. RICHARDSON & SONS, Ltd.
 ANY model, any year, any condition; cash on the spot, part exchanges; h.p. accounts settled.—Gold Star Garage, Moor Lane, Staines, Colnbrook 2258. [W4151]

L AMBS OF WOOD GREEN.—Immediate cash for good M.G.s.—421-3, High Rd., Finchley. Finchley 6222. [W4205/R]

URGENTLY required, 1947-59 M.G. saloons and 2-seaters.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [W2109]

M.G. Spares & Service

T OULMIN MOTORS, M.G. specialists.

S OLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest 6-0.d. service in the country; open Monday to Saturday.

T OULMIN MOTORS, 543, Staines Rd., Hounslow, Middx. Tel. 10249/3.

U NIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [W4055/R]

S PARES, most models, gaskets, valves, springs, ball-races, road wheels, springs, new crankshafts for XPAG model, chromium luggage grids, aero and racing screens, embossed grab handles, light alloy high performance head, XPAG, M.G. A. Magnette, special tuning equipment and service.—Derrington, 159-161, London Rd., Kingston 5621-2. [S1071]

MORGAN

THE CHEQUERED FLAG, Ltd.

LONDON'S Leading Sports Car Specialists.

- £585**—Morgan Plus 4 1956 2-seater in B.R.G. TR2 unit, washers, mirrors, etc.
£535—Morgan Plus 4 1955 2-str., white, TR2 unit, htr., washer, tonneau.
£535—Morgan 4/4 1957 2-str., maroon, spots, mirrors, luggage rack 2 owners only.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-8 weekdays. Tel. Chiswick 7871, 2 or 3. [C1124]

495—Morgan 4/4 1957 Series II 2-seater, 1172cc engine, heater, screen washers, excellent condition, written guarantee; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

Morgan Cars Wanted

BASIL ROY, Ltd., require for cash or part exchange any make.—161, Great Portland St., W.1. Langham 7733. [10977/R]

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [10514/R]

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1957 Morris Minor 2-door saloon, heater, black, 20,000 miles; £515; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C3051]

MORRIS MINOR

GE

MORRIS Minor de luxe Traveller's car, one private owner, immaculate as original, Clarendon grey, Burgundy leather, sparkling chromium, beautifully grained woodwork, equipped: heater, demisters, Bosch fog/passalights, overriders, sunvisors, concealed ash-trays, etc.; registered late 1956; delightful example, written guarantee; 510gns; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Hertfordshire, Harpenden 118. [C2000]

FAE MART, Ltd.

C OFFER with six months guarantee

£515—Morris Minor 2-door 1000, heater, reg. 1958.

C AR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

H. A. SAUNDERS, Ltd.

1958 Morris Minor 2-door saloon, green, grey upholstery, recorded mileage 2,799, heater; £585.

1958 Morris Minor 2-door de luxe saloon, black, red upholstery, recorded mileage 22,035, heater; £545.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

METROPOLIS GARAGES, Ltd.

1956 Morris Minor, black, heater, one owner, 23,000 miles; £475-45, Earls Court Rd., Kensington, W.8. Western 4544. [6824]

H. BEART & Co., Ltd., offer:—

1958 model Morris Minor 2-door de luxe saloon, finished in green with green interior, one owner, first class condition throughout; £595.

1958 model Morris Minor 1000 saloon, finished in black with red interior, supplied by us to one careful owner; £565.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1061]

WARWICK WRIGHT, Ltd., offer:—

1958 Morris Minor 1000 Travellers car, blue, red upholstery, heater, 13,000 miles; £675; another in black, low mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6040. [C4045]

BASON & ARNOLD, Ltd., offer at:—

£330—Morris Minor tourer 1951, in exceptional condition, special waterproof hood, tonneau cover, hood cover, mats, as new, coachwork virtually unblemished; engine excellent; terms: exchanges.—59a, Palace Gardens Terr., Notting Hill Gate, W.2. Bayswater 6587. [9842]

T HE WOODCOTE MOTOR Co. offer:—

1000 2-door de luxe, 1958, 13,000 miles; 4 months' B.M.C. warranty; £565.

1000 1957, also 15,000 miles and 4 months' B.M.C. warranty; £555.—Woodcote Motor Co. (Morris Distributors), Epsom 1234. [C4143]

WEBBRIDGE AUTOMOBILES, Ltd., offer:—

1959 Morris 1000 tourer, grey, red interior and red hood, fitted for lamps, wing mirrors, etc., 12,000 miles only, condition almost as new; £595.

WEBBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233. [C4094]

1956 convertible, recent reconditioning; £465.

S MITH & HUNTER, 376, Kensington High St., W.13. Western 2312. [C4019]

TANKARD & SMITH (CHELSEA), Ltd., offer:—

1955 (November) Morris Minor 4-door de luxe saloon, black/red, 16,000 recorded miles, as new; £450; three months' written guarantee.—194-198, Chelsea, London, S.W.3. Tel. Flexman 4901 (5 lines). [C4025]

DENHAM MOTORS (EAST MOLESEY), Ltd., offer:—

1959 (registered) Morris Minor 1000, privately owned, very low mileage, choice of colour, choice of 11; from £545.—Molesey 5485. [1296]

1957 Morris Minor 1000 Traveller, 18,000 miles; £585.

TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., W.1. Gro. 6881-4. [C4036]

1956 Minor 2-door de luxe, green, nice car; £475; part exchanges, terms.

SLOCOMBES, Ltd., 36-32, Dudden Hill Lane, N.W.10. Willesden 4869 & 3934. [C4017]

XXX 1955 Morris Minor 4-dr. saloon, heater, carefully maintained by one owner; £425.

XXX 1953 Morris Minor convertible, green, green interior, heater, pass light, good hood; beautifully maintained; £385.

WITTEN guarantee; terms: exchanges.—H. F. Edwards, 29-34, Upper High St., Epsom. Tel. 5611. [C2001]

1958 (May) Morris Minor 2-door de luxe, birch grey, 10,000 miles; £565.—Below.

1957 (October) 4-door saloon, black, heater; £480.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067]

1955 series (registered Dec. '51) Morris Minor 2-door saloon, in excellent condition; £395.

1950 Morris Minor saloon, engine overhauled, in excellent condition; £275.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [9901]

1958 Minor 1000 4-door de luxe; £585.—Isleworth 5252. [C4106]

MINOR 1000 convertible, 1958, de luxe, 12,000 miles, perfect.—Chorley Wood 462. [1340]

1955 Morris Minor saloon, heater, very good condition; £435.—Esner 2255. [C4086]

1958 Minor 1000 de luxe, heater, immaculate; £545.

TAYLOR & CRAWLEY, Ltd., 42a, South Audley St., Mayfair, W.1. Gro. 6881. [C4036]

MORRIS 1000 Traveller, 1957, green, heater, last, just deoked; £595.—Par 5045. [1172]

1957 Morris Minor 1000 saloon, excellent condition throughout, heater; £490.—Perivale 7366. [1130]

1957 Minor 1000 convertible, green, one owner, immaculate; £525.—Clerkenwell 4425. Syd. 4648. [9871]

MORRIS MINOR

1959 Minor, dark green, 4-door de luxe, 8,000 miles, works maintained; £595.—24, Phipps Rd., Oxford 78366. [1021]

1955 Minor de luxe saloon, magnificent, guaranteed; £390.—Gerrards—Vaughan, 12, Astwood Mews, S.W.7. Fro. 1319. [C4078]

645—Morris Minor 1958 1000 de luxe Traveller, leather, heater, one owner, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.

575—Morris Minor 1959 1000 saloon, one owner, 6,800 miles, written guarantee; terms, exchanges.—Rowland Smith, below.

495—Morris Minor 1957 1000 saloon, heater, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below.

395—Morris Minor 1954 Series II convertible, heater, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below.

325—Morris Minor 1952 saloon, very good condition, written guarantee; choice of 15 Minors; terms, exchanges, list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

1958 Morris Minor 4-door saloon, black, in very nice condition; £560.—Rey's Motors, Ltd., 75-5, Albany St., N.W.1. Euston 6994. [C4117]

1958 John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 & 182. [C4051]

£325—May 1952 4-door de luxe, reconditioned engine, new steering, brakes relined, heater, one owner.—25, Selwyn Crescent, Welles, Kent. [1261]

1950 (Sept.) Minor saloon, black, outstanding car, in showroom condition throughout, new battery, reconditioned engine; £315.—Vigant 3564. [1147]

1949 Morris Minor saloon, green, beautiful, immaculate condition, heater, radio and many other extras; £300, private sale. [1147]

1959 (Jan.) Morris Minor con. de luxe, mileage 23,000, maker's full guarantee, private sale; £550.—Wilson, 28, Manville Rd., Keighley. [1236]

1957 Morris Minor 1000 Traveller, low mileage; £625; terms: exchanges.—Morris & Paulson, 70, London Rd., Enfield, Middx. Tel. Enfield 3950. [C4053]

1952 Morris Minor saloon, exceptional condition, one owner, heater, many extras; £305.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2721. [C1142]

£585—1959 model convertible 1000 de luxe, Alex. andra conversion, six months' guarantee, as new, cost £700 few months ago.—Hampstead 7871. [1102]

1951, registered 1955 2-door saloon, new engine fitted 8,000 miles ago, fitted Alta o.h.v. head, good condition; £335.—Barnes, Weybridge 3245. [C1143]

1958 Morris Minor saloon de luxe, low mileage, radio, heater, as new; £545, terms, exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.13. Park 9704. [C3024]

1955 Morris Travellers car de luxe, reconditioned engine, recently fitted, excellent condition; £485.—Phenix Motors, Ltd., Oxford Rd., Gerrards Cross, Denham 2716/2545. [C3141]

MORRIS 1000 Traveller, 21,000 miles, registered October 1957, one owner and has been carefully used; £650.—Whitely (Camberley), Ltd., London Rd., Camberley, Tel. Camberley 3443. [1263]

MINOR 1000 1959 2-door de luxe saloon, grey, excellent condition, B.M.C. guarantee; £570.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095]

1957 Morris Minor 4-door de luxe saloon, one owner, 12,000 miles, spotless condition, as new; £555.—K.L. Service Station, Kingston Vale, S.W.15. Kingston 853. [C4060]

£450—4-door de luxe, 1956, excellent condition throughout, 21,000 miles recorded.—A. E. Macfarlane & Sons, Pirbright Garage, Southfields, S.W.18. Vandyke 1386. [C4025]

1957 (November) Morris Minor 1000 4-door de luxe saloon, superb condition; £560.—Phenix Motors, Ltd. Oxford Rd., Gerrards Cross, Denham 2716/2545. [C3141]

Morris Traveller, 1955, de luxe green, outstanding condition, 25,000 miles, private use; £465.—Moseley, 108, Station Rd., Finchley, N.3. Bayswater 5386. [C4051]

£450—(June) Morris Minor 1000 convertible, grey, fitted heater, one owner, guaranteed 15,000 miles, as new; £575.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [C2109]

1957 Morris Minor 1000 2-door saloon, Clarendon grey with red upholstery, one owner, heater, screen washers, wheel trims, overriders, taxed, in very nice condition; £515.—Heath & Whitshire, South St., Farnham (Surrey) 6234. [C4015]

1958 one owner Morris Minor Traveller, car, grey, red interior, heater, wing mirror, a low-mileage car very carefully maintained. £645, written guarantee; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell. Tel. 5101. [1079]

1958 (September) Morris Minor 1000 Traveller, fitted with grey cloth upholstery, fitted heater and Ace Mercury wheel discs, under 4,000 miles, in immaculate condition; £695.—Central Garage, Whitfield Road, New Milton, Hants. Tel. New Milton 445. [1221]

1956 model Morris Minor 4-door saloon, first registered Dec. 23rd, 1955, black, red interior, heater, licensed to Sept. 30th, mileage 30,000 only, very low for year, the whole car in brand new condition, interior and exterior, must not be confused with cheap second-hand runners; £495.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906, Tel. Wallington 3404. [C3020]

Morris Minor Cars Wanted

RS ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

MORRIS Minor Traveller, nearly new, required; consider saloon.—81, Alresford Rd., Winchester. [W4067]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

1953 (June) black saloon, heater, 22,000; £660.—
Ings Garages, Ltd., Maidenhead 2149. [C2119]
1957 Morris Cowley 1500 saloon, one owner, low
mileage, heater, screenwash; £625.—C. W. J.
Coles, Ltd., adjoining South Crofton Station,
Crofton 0074. [C1196]
395 gns.—Morris Cowley late 1955 saloon, heater,
wing mirrors, very good condition, written
guarantee, terms, exchanges, list: open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Tube),
N.W.3. Hampstead 6041. [C4018]

MORRIS SIX

HENLYS offer with 4 months' guarantee:—
1954 Morris Six, heater, black with red interior;
£485.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost
opposite Euston Station), Euston 1966. [1275]
MORRIS Six '50, £325; deposit £33; 60 monthly
payments of £7.6—Shepton Mallet Transport,
Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel.
Mon. 7694. [C4157]

MORRIS OXFORD

SCOTT CARS.
1959 Morris Oxford Travellers car, heater, one
owner, absolutely new; £925.
SCOTT CARS, 341-347, Finchley Rd., Hampstead,
London, N.W.3. Hampstead 8676/7779. [C4016]
at Brown's

1958 Morris Oxford, fitted with heater, black, one
owner, low mileage; £765.
W. J. D., 339, Finchley Rd., N.W.3. [C1025]
W. Hampstead 2284.

CAR MART Ltd.
OFFER with six months' guarantee.
£665.—Morris Oxford saloon, heater, reg. 1957.
CAR MART, Ltd., 320, Euston Rd., N.W.1: Euston
1212. [C1039]

PHILIP RICKARDS, Ltd., offer:—
1955 Morris Oxford saloon, green, radio, heater,
28,000 miles, one owner; £495: part exchange,
deferred terms.—4, Brick St., Park Lane, London, W.1.
Tel. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—
1955 Morris Oxford Phase II saloon, green, heater,
£525.
WARWICK WRIGHT, Ltd., 393, Edgware Rd.,
N.W.2. Gladstone 0041. [C4137]

WEYBRIDGE AUTOMOBILES, Ltd., offer:—
1956 Morris Oxford saloon, dark green, grey in-
terior, fitted heater, immaculate condition;
£695.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens
Rd., Weybridge, Surrey. Weybridge 2233. [C4004]

R. K. HORTON, Ltd., Derby Rd., Watford, Herts.
1958 Morris Oxford Traveller, duo tone green,
undecolored, leather, radio, wing mirrors,
washers, used for private pleasure only; £835.—R. K.
Horton, Ltd., Watford 25283. [1314]

1956 Morris Oxford Series II saloon, one owner.
HERBERT MILLS & TUPPIN, Ltd., 75, Great Port-
land St., London, W.1. Langham 3506-7. [C2036]

MORRIS Oxford 1956 (July), grey, extras; £535.—
60, Cranham Rd., Hornchurch. [1020]

1955 Morris Oxford Traveller, immaculate, green,
heater, etc.; offers.—Ilford 6231.

OXFORD Travellers car required, nearly new.—Green-
ways, 81, Alresford Rd., Winchester. [C4087]

1959 model Morris Oxford saloon, centre gear
change, 12,400 miles; £745.
GEORGE NEWMAN & CO., 369, Euston Rd., London,
N.W.1. [C3525]

1959 Morris Oxford all-steel Traveller, 7,000 miles,
one owner, as new.—Tel. Adelsport 581. [1239]

1958 Oxford, black, one owner, low mileage,
anted; £775.—Clerkenwell 4425. Syd. 4648.
1968 [1968]

1959 Morris Oxford Mark V Parina saloon, black,
fitted with radio, one owner, 5,000 miles;
£799. [1999]

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton,
Elmbridge 6735. [1999]

1958 Morris Oxford saloon de luxe, duo tone, grey/
red leather, heater, etc., low mileage, taxed
year, as new; £750.
A. Littlewick Green, 70, evenings and week-ends,
Littlewick Green 3076. [C1107]

1953 (June) Oxford saloon, grey, one owner, excel-
lent; £425.—Rawlings, Tudor Garages, Ltd.,
928-931, Fulham Rd., S.W.6. Renown 2281. [C4132]

1955 model Oxford saloon, heater, immaculate,
guaranteed; £450; payments.—Vaughan, 17,
Astwood Mews, S.W.7. Fro. 1319. [C4078]

1959 Morris Oxford series V de luxe saloon in blue,
one month old, 700 miles only, absolutely as
new. [1174]

W. T. BAKER (AUTOMOBILES), Ltd., 206, Ket-
tering Rd., Northampton, Tel. 4573. [C1181]

1957 Morris Oxford, choice of 2, rev. excellent
condition; £595.—Rogers Garage, 22, High
Rd., Chiswick 6780. [C3054]

1956 Morris Oxford black de luxe saloon, one
owner, well maintained; £625.—Central
Garage (Ilthorpeborough), Ltd., Tel. 113. [1100]

1958 (November) Morris Oxford, one owner, 14,000
miles, heater, as new condition; choice of 2;
£735.—Esher 2255. [C4086]

1958 Morris Oxford Clarendon grey, red uphol-
stery, 7,500 miles, one owner, immaculate, 4
month's B.M.C. warranty; £755.—Woodcote Motor Co.,
Epsom 1254. [C4143]

AZ MOTORS offer 1954 Oxford saloon, grey, recent
overhaul, delightful condition, undoubted value.
£395. Also 1950 Morris 6 saloon, gift, £250.—Haj-
merston Rd., N.W.6. Mai 4723. [C1011]

MORRIS OXFORD

TRAVELLER 1956 Morris Oxford, grey, 31,200 miles,
heater, screenwash and fog lamp, extremely well-
kept utility; £590.—E. J. Baker & Co., Ltd., Dorking
3622. [C1189]

JACK ROSE, Ltd., offer 1958 October Oxford saloon
floor change, 16,000 miles, almost unmarked; accept
£745.—Stafford Rd., Wallington, Surrey. Wallington
6677/8. [C3056]

1958 Morris Oxford saloon, grey with red interior,
one discriminating owner from new; 3 months' guaran-
tee; taxes and ready for immediate use; £745.
OAKTHORPE MOTOR CO., Ltd., North Circular Rd.,
Palmer's Green. Pal. 1023. [C3126]

645 gns.—Morris Oxford, 1957 series III, duo-tone
green, grey, 2-psd, heater, exceptional,
written guarantee; terms, exchanges.—Rowland Smith,
Below. [C3126]

495 gns.—Morris Oxford, October 1955, series II
saloon, leather, heater, ice Rimmelshers,
carefully used; written guarantee; choice of 4; terms,
exchanges; list: open 9-7 weekdays and Saturdays.—
Rowland Smith, Hampstead (Tube), N.W.3. Hampstead
6041. [C4018]

1958 Morris Oxford estate car (all-steel body),
finished in duo tone black and grey, as new
throughout; £875.—Woodthorpe Garage, Ltd., Wood-
thorpe Drive, Mapperley, Nottingham. N. 65503.
[1311]

Morris Oxford Cars Wanted
ROWLAND SMITH, Ltd., offer: highest
cash prices.—Hampstead High St., N.W.3. Ham.
6041. [W4018/R]

MORRIS ISIS
HENLYS offer with 4 months' guarantee:—
1956 Morris Isis, grey with red interior; £615.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
Gulliver 5721. [1286]

BROADWAY MOTORS (HOUNSLOW) offer:—
AUTOMATIC chauffeur-driven Morris Isis, black,
green interior, immaculate condition; £705.—Han-
worth Rd. (Hounslow East Tube), Middx. Hounslow
6203. [C1113]

1956 Isis de luxe, black, radio, heater, washers,
£500; terms, exchange considered;—
Jones "Soutiere," Ferry Rd., Haulbridge, Essex. Tel.
326. [1923]

JACK ROSE, Ltd., offer 1955 fully automatic Isis
saloon, 8,000 miles, duo colour, stored for many
months, almost unmarked condition; accept £795.—
Stafford Rd., Wallington, Surrey. Wallington 6677/8.
[C3056]

1956 Isis, beige, heater, extras, one owner, small
mileage, excellent condition and value; £485;
h.p. terms and exchanges.—E.R.C. Services, 2-5, Sum-
merland Gdns., Muswell Hill, N.10. Tudor
Bow, 4087. [C2095]

Morris Isis Cars Wanted
ROWLAND SMITH, Ltd., offer: highest
cash prices.—Hampstead High St., N.W.3. Ham.
6041. [W4018/R]

Morris Spares and Service
MORRIS genuine spares and special services to the
West End.
S. MORRIS AND COMPANY, Cleveland Garage,
Cleveland at Tel. Mus. 1932. [1042 R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham
6666, for Morris Spares, sales and service.—209,
Balham High Rd., S.W.17. [10521]

SPECIAL tuning equipment, twin carburettor units,
modified cylinder head, manifold, ohv conversions,
5v Minor.—Derrington, 159-161, London Rd., Kingston
5621-2. [S1071]

R. HARDY & SONS, 55, Marylebone High St., W.1.
—Experienced for nearly a century, complete over-
haul and coachwork our specialty; exchange units,
spares and accessories.—Hunter 0942. [1985 R]

NASH
NASH Rambler saloon 1956, 2-tone blue, many extras,
small mileage, very clean car; £750, terms.
13, Chichester Terrace, Brighton 65440. [1041]

1954 Nash Rambler, r.h.d., Parina station wagon,
radio, heater, overdrive, twin spotlights,
very economical, superb condition; £595.—Brookside
Motors, 102, High St., Uxbridge. Tel. 3184. [1936]

N.A.U. Spares and Service
will service your N.S.U.—Workshops,
W.11. Park 1124. [83156]

OLDSMOBILE
LEX, the American car specialists; see offer under
Used American Car column.
GARAGES, Ltd., 2, Lexington St., Piccadilly
Circus, W.1. Gerrard 8600. [10523 R]

1953 Oldsmobile Super 88, low mileage, one owner,
exchanges; £625.—Lower Hook 2040. [9949]

OLDSMOBILE Rocket 88 4-door saloon, one owner,
genuine low mileage, hydromatic drive, radio,
heater, covers since new, fast performance and won-
derful value; £435.
TAYLOR & RAWLEY, Ltd., 42a, South Audley St.,
Mayfair, W.1. Gro. 689. [C4046]

OLDSMOBILE 98 Holiday coupe, '56, dream car, auto-
matic, power steering, power brakes and seats,
elaborate continental rear end styling which positively
updates this individual car; £1,450.—Box 5848. [1041]

Oldsmobile Cars Wanted
LEX.—Sole distributors in the U.K., require good
used post-war Oldsmobiles.
GARAGES, Ltd., 2, Lexington St., Piccadilly
Circus, W.1. Gerrard 8600. [10971 R]

SIMPSON OF WEMBLEY, 343-355, High Rd., Wem-
bley 3903/8691/4422. Top prices. [W4015]

Oldsmobile Spares and Service
REPAIRS and Service by Sole U.K. distributors.
LEX at 46-50, Gloucester Ave., Regent's Park,
London, N.W.1. [10627 R]

PRIMROSE 0161.

1956 Opel Rekord, in black, radio, heater and
right-hand drive, pale blue upholstery, radio,
tailored covers, chrome wheel trims, electric clock,
spot lamp, cigarette lighter, amazing performance with
outstanding economy; enthusiast maintained; £595.
Hillwood Motors, Watford Way London, N.W.7. Mill
Hill 4232; open till 8 p.m. [C2108]

OPEL

1956 Opel Rekord, in black, radio, heater and
right-hand drive, pale blue upholstery, radio,
tailored covers, chrome wheel trims, electric clock,
spot lamp, cigarette lighter, amazing performance with
outstanding economy; enthusiast maintained; £595.
Hillwood Motors, Watford Way London, N.W.7. Mill
Hill 4232; open till 8 p.m. [C2108]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distribu-
tors, service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage
Lane, Manchester, 19. Rus. 2874-5. [10513 R]

OFFICIAL Opel spares and service agents.—B. & C.
Concessions, Ltd., 46/50, Gloucester Avenue,
Regent's Park, N.W.1. Primrose 0161. [10952 R]

PACKARD

1939 Packard Super VIII, 8-passenger limousine,
full-width, occasional, winding division,
excellent condition, choice of 2, from £310.—B. & C.
Motors, 1464-8, High Rd., Whetstone, N.20. Tel. Hil-
side 6671. [C1020]

Packard Cars Wanted
SIMPSON OF WEMBLEY, 343-355, High Rd., Wem-
bley 3903/8691/4422. Top prices. [W4015]

Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares,
repair specialists.—91-95, Fulham Rd., S.W.3. Ken-
sington 4858. [84028]

LEONARD WILLIAMS (Distributors), Ltd., for
Packard spares.—Sutton Lane Corner, Chiswick,
W.4. Tel. Chiswick 6977-8. [10469 R]

PANHARD

WORTHING MOTORS, Ltd., Panhard distributors
for Sussex, Broadwater Rd., Worthing, Tel.
Worthing 71. [10676 R]

1959 Panhard Dyna, de luxe saloon, amazing
economy, 6,000 miles only; £845.—Gavin Fair-
fax, Ltd., Virginia Water, Tel. Westworth 3154.
[C2099]

O. NORMAN (WESTMINSTER), Ltd., Panhard
C distributors for London, Essex, Kent and Cam-
bridgeshire; early delivery.—31, Vauxhall Bridge Rd.,
S.W.1. [10372 R]

PEUGEOT

RICHARDS & CARR, Ltd., are always best value
1958 405 saloon, maintained by us since new,
green, unquestionably good; £825.
1957 205 saloon, 144, genuine 20,000 miles, vir-
tually unmarked, radio; £545.—132, Sloane
St., S.W.1. Sloane 6165. [C3045]

PANTILES SERVICE GARAGE, Ltd., offer the fol-
lowing:—
1959 Peugeot 403 estate car, 5,000 miles, indis-
tinguishable from new, finished grey; £1,075.
1959 Peugeot 403 saloon, 7,000 miles, finished
beige, fitted extras; £895.
1957 Peugeot 403 estate car (October), finished
blue, Michelin X tyres, one owner; £875.
1955 Peugeot 403 saloon, beige, new Michelin X
tyres, low mileage, immaculate condition,
overdrive, etc.; £695.—Pantiles Service Garage, Lon-
don Rd., Guildford 5326. [C3035]

1956 (delivered Nov. 1955) Peugeot type 203 saloon,
blue; first-class example; £435.
JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove,
W.11. Bayswater 4274. [C4035]

PLYMOUTH

SCOTT CARS
1958 Plymouth Belvedere pillarless 4-door saloon,
right-hand drive, power brakes, radio, heater,
immaculate.
SCOTT CARS, 341-347, Finchley Rd., Hampstead,
London, N.W.3. Hampstead 8676/7779. [C4016]

Plymouth Cars Wanted
SIMPSON OF WEMBLEY, 343-355, High Rd., Wem-
bley 3903/8691/4422. Top prices. [W4015]

PONTIAC

SCOTT CARS
1955 Pontiac, right-hand drive, outstanding con-
dition.
SCOTT CARS, 341-347, Finchley Rd., Hampstead,
London, N.W.3. Hampstead 8676/7779. [C4016]

1954 Pontiac Chieftain, radio, heater, automatic,
l.h.d., in exceptional order; £745.—[C4151]
Car Sales, Hitchin 2037.

Pontiac Cars Wanted
SIMPSON OF WEMBLEY, 343-355, High Rd., Wem-
bley 3903/8691/4422. Top prices. [W4015]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.
SOLE distributors Great Britain for Pontiac cars and
Pontiac parts. [10617 R]

PORSCHÉ

ELMERIDGE MOTORS, Ltd., offer:—
1957 (June) 1600, low mileage, Becker radio, spot-
lights, wooden steering wheel, passenger head-
rest, immaculate car; £1,395. [1174]

1956 1600, one owner, low mileage, new Michelin X
tyres, spotlights, maintained by, wot2;
£1,285.—Kington By-Pass, Tolworth, Elmbridge 2254.
[C4081]

V&F MONACO MOTORS, the Porsche specialists,
offer:
1956 1600 drop head coupe, white, black hood,
36,000 miles; £1,275.
1955 1500 fixed head coupe, white; £1,065.—363,
Fulham Rd., S.W.10. Faxman 4536. [C4141]

1954 1500 standard saloon, 48,000 miles, numerous
extras; £925.—Milner, Old Bell Ln., Wood-
bridge, Suffolk. Woodbridge 933. [9957]

1958—1959 Porsche fixed head coupe saloon, grey
with green upholstery.—Croal & Croal,
York Lane, Edinburgh, Waverley 5591. [9966]

1957 Porsche 1600, silver grey, radio, seat covers,
Michelin X, as new; £1,375.—Furslow, Abbey
Foregate, Shrewsbury 6392. [1174]

1958 Porsche 1600 saloon, powder blue, beige up-
holstery, 15,000 miles genuine, fitted radio.
—Francis Motors, 393, Humberstone Rd., Leicester, Tel.
66304. [C2131]

BARTLETT—Porsche stockist; demonstrator available
offer Porsche Carrera, 10,000 miles, Porsche 1959
standard coupe, 6,000 miles; £1,750.—27, Pembridge
Villas, W.11. Bayswater 0523. [C1013]

1957 (April) Porsche 1600, very low mileage, radio,
wheel discs, reclining seats, etc. most im-
maculate; £1,395.—Christed Motors, 143, Holland
Park Ave., London, W.11. Park 3449. [C1044]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

V&F Porsche Cars Wanted
MONACO MOTORS buy good Porsche.—363, Fulham Rd., S.W.10. Faxman 4536.
H. F. EDWARDS are excellent cash buyers of good H. Porsche.—154, Great Titchfield St., London, W.1. Langham 0012.

V&F Porsche Spares and Service
MONACO MOTORS, spares and specialised service.—6, Astwood Mews, Courtfield Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 4414. (0645/R)

RACING CARS

WEST MOUNT GARAGE.
F2 Cooper-Climax, 1957, twin-cam engine, a small number of engine spares, car in very good condition; offers invited.—West Mount Garage, Blendon, Kent. Bexleyheath 7551. (1302)

THE CHEQUERED FLAG, Ltd.
LONDON'S Leading Sports Car Specialists.

£2450—Cooper Monaco, 1959, 2-litre twin cam Climax, disc brakes, 2F gear box, uncracked.
£1985—Lister-Jaguar, 1959, works car, 3.6 unit, wide angle head, servo discs, Webers.
£1952—Lotus Elite G7, 1959, red, new and unregistered, disc brakes, wire wheels.
£1585—Lotus XV, 1959, maroon, 2-seater, discs, 1500 twin cam Climax, 5-speed box.
£1285—Aston Martin DB38, registered 1956, dark blue, two-litre head, ex-works car.
£1285—Lotus Mark XVII, 1959, latest wishbone front and rear suspension, stage III 1100 Climax, Webers, discs.
£995—Lotus XI, ex Alan Stacey, stage III 1100 Climax, Webers, discs, de Dion, mag wheels.
£885—Lotus Mark XI, 1959, red, series I, 1100 Climax, disc brakes, uncracked and unmarked.
£765—Lotus XI, 1956, series I, stage 2 1100 Climax R 55, immaculate and unmarked in pale blue.
£685—Lotus Mark IX, 1955, 1100 Climax unit, turbo brakes, de Dion.
£495—Lotus Mark VI, 1954, 1100 Climax unit, alloy wheels, de Dion, M.G. gear box.
£435—Lotus Mark VI, 1954, silver, tuned 1500 M.G. unit, alloy wheels, hydraulic brakes.
£395—Lotus Mark VI 1955 2-str., red, fully tuned 1.172cc unit, all-weather equipment.
THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-8 week days. Tel. Chiswick 7871, 2 or 3. (C1124)

COOPER'S GARAGE (SURBITON), Ltd., 245, Ewell Rd., Surbiton, Surrey, Tel. Elmbridge 3346, are sole concessionaires for the 1950 Formula II Cooper-Climax and 500cc Formula III racing cars and 1.1 litre and 1.500cc Cooper-Climax sports cars. (0281/R)

THE CHEQUERED FLAG (ENGINEERING), Ltd.—Please write or call for specifications and photograph of the Gemini, Britain's most advanced Formula Junior car.—492-496, Chiswick High Rd., W.4. Tel. Chiswick 7871-2-3. (C1124)

PRIDE & CLARKE—Best buyers.—Brixton 6251. (W3068)

Reliant Spares and Service will service your Reliant.—Workshops, W.11 Park 1124. (B3156)

RENAULT

ALPINE.
1955 750, blue; £385.
1955 750, bronze, recon. clutch, brakes, etc.; £395.
1957 750, 13,000 miles, seat covers, one owner; £475.
1956 Dauphine, modified engine, green/beige; bargain at £495.
1957 Dauphine, sky blue, very well maintained; £575.

ALPINE BUSHEY GARAGES, Ltd., 83-5, High Rd., Bushey Heath, Bushey Heath 3282. (C1119)

ELM AUTOSALES offer:—
1958 Renault Dauphine, sun roof, black, 11,000 miles only, extras, unmarked throughout; £615.—65-68, Hatfield Rd., Wembley, W.1. (C2067)

METROPOLIS GARAGES.
1956 (December) Renault Dauphine, green with beige upholstery, wing mirrors, one owner, 26,000 miles; £545.—45, Earls Court Rd., Kensington, W.8. Western 4544. (1956)

YEADING MOTORS, Ltd., offer:—
1956 Fregate Admiral de luxe saloon, heater, radio, wheel trims, washers, twin spots, one owner; a car for the connoisseur; £595.—Yeading Lane, Northolt. Viking 0655. (1964)

GORDON KING MOTORS, Ltd., offer:—
1957 Dauphine, red, excellent condition, taxed; £535.
1959 Dauphine, red, 4,000 miles only, in new condition; £645.

NEW Renaults in stock for immediate delivery.—Gordon King Motors Ltd., Renault Dealers, Mitcham Lane, Streatham 3133. (C1516)

ST. BOTOLPH'S GARAGE N.E. Essex Distributors. Guaranteed used cars.
1959 Dauphine, red, low mileage, used only for demonstrations; £665.
1959 Dauphine, Ferlic clutch, immaculate; £675.
1952 750cc, very nice condition; only £310.
1950 750, excellent for its age, good runner; £225.
1957 Fregate Admiral, 6 seats, radio, heater; £675.

EARLY delivery of 1960 Dauphine, any colour; demonstration cars available at very low prices. 12, Magdalen St., Colchester. Tel. 2833. (1245)

1957 Dauphine in imperial red, pleasant car; £575; part exchanges; terms.
SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willemsen 3869-3864. (C4017)

1956 Renault 750, grey, Ferlic clutch; £400.—Blue Star, Mill Hill 6767. (1217)

RENAULT
WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1673. Established 1909. Tel. 1909.

1959 Dauphine, blue, 4,000 miles, extras, taxed; £675.
1957-8 Dauphine, red, Ferlic clutch, 12,000 miles, taxed; £550.

1955 750 convertible 4-seater, special engine, cost £875; £450.
NEW Aerostable models in stock.

£535—1956 Dauphine one owner, fitted radio, etc.—Offord, 67, George St., W.1. Welbeck 6899. (C4070)

1954 Renault 750 saloon, excellent condition; £315.—D. Marquies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5982. (C1102)

1956 Dauphine, thoroughly good, maintained by us, various extras; £505.—Richards & Carr, Ltd., 132, Sioane St., S.W.1. Sioane 6165. (C3045)

AZ MOTORS offer 1955 Fregate, economical, reliable and good performance; £475; also 750 saloon, delivered 1953, engine just overhauled, terrific bargain; £235.—Palmerston Rd., N.W.6. Mal. 4723. (C1011)

BARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Crayford 2251. (0134/R)

RENAULT Dauphine special accessories and performance conversions for these fine cars.—Please send for illustrated brochure to Radway Motors, Renault Distributors, 6, Holyhead Rd., Handsworth, Birmingham, Tel. North 7299 and 9763. (1956)

345 gns.—Renault 750 late 1954, blue, excellent condition, written guarantee; choice of 3; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 4 (Tube), N.W.3. Hampstead 6041. (C4018)

Renault Cars Wanted
DAUPHINES urgently wanted.—Richards & Carr, Ltd., 132, Sioane St., S.W.1. Sioane 6165. (3045)

ROWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. (W4018/R)

750 Dauphines and Fregates are always required here; by: Alpine Bushey Garages, Ltd., Bushey Heath, Herts. Bushey 3252-3. (W1119)

Renault Spares and Service
METROPOLIS GARAGES, Ltd., Olympia, W.14. She 5385 (West London and Middlesex distributors)

EXPERT Renault staff for all types of repairs; large stocks of spares; we will despatch day of order. (0213/R)

KENT distributors, Renault parts and accessories; prompt postal service.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne, Kent. Tel. 685. (0070/R)

OFFORD & SONS, Ltd.—Renault spares, large stock of all new and replacement parts available immediately.—284, Brompton Rd., S.W.3. Kensington 0930.

NW6—Blue Star Garages, 100% Renault distributors, for all repairs and spare parts.—59-65, Belzize Rd., N.W.6. Maida Vale 5555/2155. (S9131)

ALPINE BUSHEY GARAGES, Ltd., Bushey Heath, Herts. and North London distributors for Renault spares and first-class service by Renault specialists.—Bushey Heath 3282. (S1119)

BARNEHURST GARAGE, Ltd., have the largest stock of Renault spares in the South of England; all orders despatched on the day of receipt.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Crayford 22046. (0913/R)

RILEY
HALLS.
1958 (model) Riley 2.6-litre, one owner, excellent condition; £975.—Halls (Finchley), Ltd., Odeon Parade, N.12. Hillside 1044. (1063)

SCOTT CARS.
1954 Riley Pathfinder, excellent condition throughout; £535.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.10. Hampstead 8976/7779. (C4016)

LEC for Riley.
1958 (Oct.) Riley 1.5 saloon, blue, 12,000 miles, in first-class condition throughout; £695.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Kni. 6861. (C1086)

J. JAMES (LONDON), Ltd.
FOR new and second-hand Riley cars.

2.6 Riley 1958 (registered '57), automatic transmission, 2-tone grey, radio, excellent condition; £985.
RILEY CARS, 55 and 56, Pall Mall, S.W.1. Tra. 7311 or 832, Finchley Rd., N.W.11. Tel. Speedwell 6762. (1081)

H. BEART & Co., Ltd., offer:—
1956 Riley Pathfinder, finished in black with red interior, one owner, a well-maintained car; £675.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. (C1081)

YEADING MOTORS, Ltd., offer:—
1954 (October) Riley 1½, heater, radio, blue, perfect condition; £595.—29, Yeading (T9037)

BOON & PORTER, Ltd., Riley distributors.
1958 (Oct.) 1.5, Yukon grey, green interior, 12,000 miles, supplied by us originally; £735.
1954 (Sept.) 1½ saloon, green, radio, heater, screen washers, wing mirrors, one owner, 40,000 miles. (C4019)

CASTELNAU, S.W.13. (Nr. Hamersmith Bridge), Riverside 4444. (C1022)

HENLYS offer with 4 months' guarantee:—
1955 Riley Pathfinder, heater, green with green interior; £675.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. (1288)

RILEY
NAYLOR & ROOT, Ltd. (Established 1920).

1959 Riley 1.5, maroon, radio, heater, undersaleable and other extras, 5,600 miles, indistinguishable from new; £795.
C. LAPHAM Junction, S.W.11. Battersea 2252. (C3022)

HAROLD RADFORD & Co., Ltd., offer:—
1958 (Aug.) 1.5 saloon, black, radio, 4,000 miles; £795.—Kensington 6642. (C4147)

JARVIS OF WIMBLEDON—100% B.M.C. agents
1947 1½-litre, black, green uph., sound condition throughout; £530.
MORRIS HOUSE, Morden Rd., S.W.19. Lib. 8221. (C2066)

1959!!—1958 Riley 2.6 but only 12,000 miles and a new second hand for 3,000 miles. (C4147)

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1958 Riley 2.6 saloon, black, overdrive, heater, radio; £1,025.
KENNINGS, Ltd., 84-90, Holland Park Ave. (next Holland Park Tube), Park 5077-8-9. (C3030)

1950 1½-litre saloon, black, immaculate condition; £375.—Te. Amb. 5771 after 6 p.m. (117)

1958 Riley 1.5 saloon, blue, alloy cross-flow head, special inlet manifold, power brakes, anti-roll bar, a unique low mileage car; £750.
MICHAEL CHRISTIE MOTORS, Bleasdale Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. (C1064)

1956 Riley Pathfinder 20,000 miles, grey with grey interior, immaculate condition, taxed; £650.—Kerridge, Alton 2152. (C3113)

1947 Riley 1½-litre saloon, excellent condition; £310.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. (C2068)

CAMDEN MOTORS for high class used Rileys, see advert on page 33.—Camden Motors, Leighton Buzzard 2041. (C1095)

1951 Riley 2½, 3-seater roadster, in immaculate condition with complete mechanical overhaul; £550.—Hove 35077. (C4139)

RILEY 1.5 saloon, green, green leather, 4,000 miles only, full service history, as new; £765.—Ickenham Motors, Ltd., Ruislip 6016. (1257)

1958 Series 2.6 automatic, radio, twin fog and spot lights, 2-tone finish, really superb, one owner, reasonable price accepted.—Tudor 0975. (1204)

£755—Riley 1958 (model), grey/black, one owner, 8,000 miles.—Offord, 67, George St., W.1. Welbeck 6899. (C3115)

1947 Riley 1½-litre saloon, sound condition; £245.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C1036)

1950 Riley 2½-litre Roadster, ivory, nice condition throughout; £325.—John Campbell Motors, Ltd. Tudor 144. (C1036)

1956 Riley Pathfinder, black, radio and heater; £685.—Carris Motors, Ltd., Lewisham Bridge S.E.13. Lee 5885. (C1192)

BEARDS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. (0079/R)

1959 Riley 468, 3,000 miles only, damask red, B.M.C. 4 months' guarantee; £1,025.—Circus Garage (Brighton), Ltd. Tel. Brighton 28301-2-3. (C1147)

1957 (November) Riley 2.6 duo-tone saloon, low mileage, overdrive, heater, fog lamps, excellent condition; £895.—Haslenere Motor Co., Woking 1444. (1813)

1958 series Riley 2.6, duo green, bench seat, overdrive, radio, 11,000 miles only; indistinguishable from new; £1,045.—CNK Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. (C1032)

1952 2½-litre Riley saloon, radio, heater, beautiful condition, terms and exchanges; £450.—Starnes Motors, 103, Broadway, N.W.7. Tel. Gladstone 2450 and 0298. (C4158)

1955 Riley Pathfinder, grey, grey hide, radio, outstanding condition and value; £565.—Hewitts Garage, Ltd., High St., Ambicote, Stourbridge. Quay Cottage, Rock, N. Cornwall. (C2138)

AVAILABLE shortly, Riley 1.5, 14,000 miles, first class condition, any inspection, birch grey, unmarked, X tyres hardly distinguishable from new;—A. LLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or low-mileage models in stock.—Write Coventry Motor (Juby), London Rd., or Tel. 22146. (0446/R)

1959 and many accessories, low mileage; £1,015.—M.E.T. Garages, 409, Kilburn High Rd., Tel. Maida Vale 4601. (C3151)

1954 model Riley 1½-litre RME series blue saloon, with heater, wing mirrors, undersaleable, washers, twin spot lamps, etc.; £650.—Worthing Motors, Ltd., Broadwater Rd., Tel. Worthing 71. (1140)

1958 Riley 1.5 de luxe, 8,700 miles only, absolutely immaculate black with green/grey leather interior, without doubt the cleanest second-hand 1.5 available, taxed; £745; private sale; hire purchase possible.—Pad. 2715, 21, Radnor Mews, W.2. (1027)

525 gns.—Riley Pathfinder September 1955, grey, green leather, heater screen washers, excellent condition, written guarantee; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead 4 (Tube), N.W.3. Hampstead 6041. (C4019)

Riley Cars Wanted
ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

H. F. EDWARDS are excellent cash buyers of good H. Riley 1½-litre.—154, Great Titchfield St., London, W.1. Langham 0012.

GOD Riley required immediately.—G. Edwards, G. Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted
URGENTLY required, 1947-59 Riley 1½-litre saloons, Gibson's Sports Cars, Lynchhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

PATHFINDER, 1955 or 1956, low mileage immaculate condition, preferably with overdrive by private buyer for cash details and lowest price.—Box 5801. [1039]

Riley Spares and Service
BOON & PORTER, Ltd.
LARGE stocks of Riley spares, all models from 1930; despatched day of order; write or phone.—Boon & Porter, Ltd. (Riley Distributors), Castelnau, S.W.13 (near Hammersmith Bridge). Eiv. 4444. [S1022]

A RCO ENGINEERING, Ltd.—Preslector gear boxes exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7521. [10238]

RILEY distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 7067. [10689 R]

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or Tel. Coventry 22146. [10443]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—332, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [10092/R]

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1082 R]

PB, Ltd., offer:—
1935 20/25 Hopper sports saloon
1933 20/25 Park Ward owner-driver saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. [C3033]

H. R. OWEN, Ltd.
OFFICIALLY appointed Rolls-Royce retailers offer from their large stock of used Rolls-Royce cars:—

1959 Silver Cloud saloon, P.A.S. 8 to 1, shell grey, red hide.
1958 Silver Cloud, P.A.S. 8 to 1, shell grey and steel blue, with grey/blue hide.
1957 Silver Cloud, P.A.S., black and sand with beige hide.
1954 Silver Dawn, auto gears, black, beige hide.

1953 Silver Wraith 7-passenger limousine by Park Ward, black with beige upholstery.
17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C4153]

KESTREL GARAGE,
1954 Rolls-Royce with Freestone & Webb coachwork, an immaculate car; £3,150.
MARINE Rd., Eastbourne 6636. [C3106]

JACK COMPTON, Ltd.
1932 Sportsman 2-seater coupe by Barker, good original condition, known history, a rare example; £375.—50, High St., West Norwood, S.E.27. Gipsy Hill 3265/5757. [C1191]

JACK SMITH offers:—
1950 (Nov.) Rolls-Royce Silver Wraith sports saloon by James Young, electric door, green, full maker's history, magnificent condition throughout; £1,975.—35, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4082]

HAROLD SMITH, Ltd.
1934 Rolls-Royce 25hp James Young Sportsman saloon, a very pretty car maintained by us for many years; £275.
129—131, Park Rd. N.W.8. Tel. Paddington 4295. [C4156]

R. HARDY & SON offer:—
1940 Rolls-Royce Wraith 4-door 4-light sports saloon with boot by Park Ward, black and grey, recent overhaul, history available, whole car in excellent condition; £1,095.—52-55, Marylebone High St., W.1. Hunter 0942. [17239]

JACK BOND (VINTAGE AUTOS),
£365.—20/25 '35 close coupled sports saloon, complete tool kit, two owners, excellent condition.
£350.—P2 '34 close coupled sports saloon (no division), two owners, just recoloured.
1931 20/25 Tickford D.H. coupe, very pretty.
20 Barker Barrel tourer, a superb showpiece.

ALWAYS a selection of pre-war and post-war Rolls including 20/25s, P2s and Wraiths.
ALL cars serviced by our own Rolls-trained engineers.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8330. [C4079]

MASCOT MOTORS, Ltd., offer:—
1940 James Young Wraith, grey and black, grey leather, immaculate, plus a large selection of Rolls-Royce cars, all overhauled and guaranteed.
237, Kensal Rd., W.10. Ladbroke 1231-2. [C3002]

ROLLS-ROYCE 1934 Hooper 7, F.F. limousine, very smart; accept 178gns.—Brown, 12, Broadwts Rd., Coventry. [1090]

ROLLS-ROYCE 1936 20/25 magnificent beautiful looking owner driver sports saloon by Mulliner, tastefully finished in midnight blue with blue leather interior, fitted heater, Ace wheel discs, etc., a perfect example of the best car in the world; £2,995.—Burch Heath 3856 [1296]

ROLLS-ROYCE

GUY SALMON AUTOMOBILES offer:—
1949 Rolls-Royce Silver Wraith Park Ward 4-door 4-light sports saloon, replacement engine, beautiful condition; £1,595.

1939 Rolls-Royce Silver Wraith—owner-driver sports saloon by Thrupp & Maberly, 65,000 miles, first-class original condition; £950.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

JAMES TAYLOR AUTOMOBILES offer:—
1950 Rolls Wraith owner-driver 4-door sun saloon by Park Ward, 47,000 miles only, in black/light tan hide interior, extras, just new; £1,775.

1949 Rolls Wraith owner-driver 4-door sun saloon by Freestone & Webb, in midnight blue/peach hide interior, one owner, 62,000 miles only; £1,775.

JAMES TAYLOR AUTOMOBILES, Bentley House, Findon Rd., Worthing, Sussex. Findon, Sussex, 3022. [C4027]

WEYBRIDGE AUTOMOBILES, Ltd., offer:—
1957 Rolls-Royce Silver Cloud saloon, power-assisted steering, 49,000 miles, one owner, celion blue/blue hide, in perfect order; £2,550.

1954 (June) Rolls-Royce Silver Dawn saloon, automatic, shell grey over Tudor grey, red hide (redressed), 38,850 miles, history, in splendid condition; £3,150.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2253. [C4094]

GEOFFREY DAVIES CARS proudly offer:—
1956 Rolls-Royce Silver Cloud, finished in sand and sable with beige leather, 17,000 miles only; £4,350.

1956 Rolls-Royce Silver Cloud, finished in pearl black and shell grey with red leather, 18,000 miles; £4,295.

1956 Rolls-Royce Silver Cloud, finished in black with red interior, 29,000 miles; £3,995.

1955 Rolls-Royce Silver Dawn, finished in black over shell grey with grey leather; £3,150.

1954 Rolls-Royce Silver Wraith touring limousine by James Young, finished in black with beige leather, magnificent condition; £3,750.

W wishing to dispose of any recent Rolls-Royce models; confidential terms and part exchanges welcomed.

HEAD Office, 6, Ryder St., St. James's, London, S.W.1. Service and works, Mortlake, S.W.14. Tel. Whitehall 7181-2. [9903]

1934 20/25 limousine, Thrupp & Maberly; £250.

1937 25/30 limousine, Hooper, excellent condition; £675; evenings, week-ends.—22, Deneside Crescent, Hazel Grove, Stockport. [9955]

H. REARSE We are building deck and bearings on the 25/30 h.p. chassis. Inspection invited.
A. LPE & SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Richmond 1161.

R. S. MEAD, Ltd., officially appointed retailers and repairers offer:—
1954 Rolls-Royce Silver Dawn standard saloon, Tudor grey, red leather, 39,000 miles only, one owner, immaculate car; £3,050.

1949 Rolls-Royce Silver Wraith H. J. Mulliner sedan de ville, one owner, occasional seats, leather throughout, just fitted record, full-flow engine, really beautiful car; £1,795.

ROLLS-ROYCE Division, Meadoway, Market St., Maidenhead, Tel. Maidenhead 3431. [C3011]

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
1957 Rolls-Royce Silver Cloud saloon, smoke and velvet green, one owner; this is an outstanding example with an excellent history; £4,650.

S. H. ROWKINS, 18, Berkeley St., London, W.1. Mayfair 6286.

SERVICE & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunniffe 5836.

CASS'S MOTOR MART offer the following Rolls-Royce limousines, serviced and conditioned:—
1935 20/25 Thrupp & Maberly limousine; 1935 H. J. Mulliner limousine.—5, Warren St., W.1. Euston 4110, 3523. [C1040]

CASS'S MOTOR MART offer the following serviced Rolls-Royce cars, serviced and conditioned, with maker's history:—
1936 25/30 H. J. Mulliner 4 light saloon, with projecting boot, black, engine just overhauled.

1934 (Dec.) 20/25 Barker sports saloon, with projecting boot, black, engine just overhauled, arranged.—5, Warren St., W.1. Euston 4110/3523. [C1040]

1956 Rolls-Royce Silver Cloud, 26,000 miles; £4,000.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]

£185.—1930 Rolls-Royce 20/25 Hooper limousine, good order.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd., W.8. Western 5962. [C1162]

1936 Rolls-Royce 20/25hp 7-passenger limousine, privately used, in really nice condition; £350.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1938 Rolls 25/30 owner-driver saloon by Park Ward; attractive car decked and passed by Rolls engineer; terms exchange.—Palmer, 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

£475.—Rolls-Royce 20/25 "sports saloon" by Windovers, excellent condition, registered, 1934, stored during last 8 years at A. E. MacAister, Pirbright Garage, Southfields, S.W.18. Van. 6188. [C3149]

£525.—1936 (September) Rolls-Royce 25/30 Windover sedan, partition, extra seats; this car is in immaculate condition throughout, 88,000 miles only; complete history available.

HAZEL'S GARAGE, Cheham Rd., Amersham, Bucks. Tel. Amersham 1277-1278. [C2159]

SOUTHERN MOTOR COMPANY specialise in the sale and purchase also maintenance of Rolls-Royce cars and usually have a few models in stock.—Lowfield Heath, Nr. Gatwick Airport. Tel. Crawley 437. [10354]

ROLLS-ROYCE 1938 25/30 owner-driver saloon by Freestone and Webb, two-tone grey, grey leather, engine and coachwork in first class order, genuine and very pretty car, no snags.—Baker, Court Farm, Needingworth, Huntingdon. St. Ives 2311. [1158]

ROLLS-ROYCE

A&S LTD., August 1948, Silver Wraith Hooper Touring Limousine, black, grey leather, moderate mileage, beautiful condition. £1,495. November 1937, Phantom III Barker Touring Limousine, extensive reconditioning, superb condition. £645.

A. LPE & SAUNDERS, Ltd., Providence Court, North Audley Street, W.1. (Near Selfridges) [C1006]

1951 (Sept.) Rolls-Royce Silver Wraith, fitted with magnificent sports saloon by Hooper, finished in black with brown hide upholstery, fitted radio, covers and every conceivable extra, one owner from new, a superbly maintained car, in impeccable condition.

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109, 139, Eastbank St., Southampton. Tel. 56934-5-6. [C4120]

1949 (November) Rolls-Royce, fitted sports saloon body by James Young, finished black with lawn leather upholstery, sliding roof, heater, radio, an excellent smart car in magnificent condition, genuine 56,800 miles; £1,650.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 5294. [C5082]

MONTE Carlo 25/30 specially built for 1939 Rally with sports 4-door convertible body with large boot, total mileage 80,000, 2 spares, 6 new tyres, just reconditioned in birch grey mint condition, history, radio, heater, etc. £2975; seen by appointment only. Bina Cottage Dove Mews, S.W.5. Fremantle 1597. [1227]

ROLLS-ROYCE Phantom III, 38/39 model, coachwork by H. J. Mulliner, guaranteed total mileage 50,000 from new, stored throughout the war years, in completely magnificent condition throughout, undoubtedly the finest example of this world famous model in existence today; any expert examination invited; reasonable price.

LINCOLN STREET MOTORS (B'HAM), Ltd., Lincoln St., Balsall Heath, Birmingham. Tel. Ca'phos 3751-2-4. [C3153]

Rolls-Royce Cars Wanted

1957-8 Silver Cloud, state mileage and price.—Box 5625. [1093]

CASS'S MOTOR MART require good Rolls-Royce:—5, Warren St., W.1. Eus. 4110/3523. [W1040]

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018 R]

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W5023]

ROLLS 40/50, any model, reasonable for cash.—Taddenden, 22, Hayfield Rd., St. Mary Cray, Kent. [W1163]

A. LPE & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average condition.

A&S Ltd., Providence Court, North Audley Street, (Near Selfridges), Mayfair 2941. [W1006]

ROLLS-ROYCE wanted by enthusiast, pre-1938, Vin. age, acceptable any distance.—154, Lancia Rd., Orpington. Tel. 22433. [W1163]

H. F. EDWARDS are excellent cash buyers of good Rolls-Royce.—154, Great Titchfield St., London, W.1. Langham 0012.

H. R. OWEN, Ltd., urgently require low mileage Rolls-Royce Bentley.—17, Berkeley St., London, W.1. Mayfair 9060. [W4153]

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007]

JACK COMPTON, Ltd., require to purchase pre-war Rolls-Royce and Bentley cars.—80, High St., West Norwood, London, S.E.27. Gipsy Hill 3265/5757. [W1191]

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd. See page 87. [S1082 R]

J. COMPTON (ESTABLISHED 1921), Ltd. [S1082 R]

THE Rolls-Royce specialists,
WE hold the largest stock of pre-war Rolls-Royce spares in the U.K.; repairs and service by Rolls-Royce trained staff.—69, Westow St., Crystal Palace, S.E.19. Livingstone 3562-3. [10064 R]

CHARLES POLLETT, Ltd., officially appointed repairers—spare parts, etc.
BARNSDALE Yard, off Elgin Ave., W.9. Cunniffeham 5956-7-8. [10611 R]

JACK COMPTON, Ltd., the Rolls-Royce specialists, offer the following for pre-war Rolls-Royce:—80, High St., West Norwood, London, S.E.27. Gipsy Hill 3265/5757. [S1191]

Rowland Smith's, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018 R]

ROVER 60

H. HENLYS, Ltd.
WE have all models of Rover; for addresses of showrooms see our advertisement under "Rover Miscellaneous". [10647 R]

TOM GARNER, Ltd., offer:—
1956 Rover 60 saloon, black, heater; £695.

10—12, Peter St., Manchester, B. Bla. 9265/-7. [1252]

1958 Rover 60, green grey, unquestionably like new; £1,670.
SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. [C4019]

ROVER 60, August 1955, 35,000 miles, one owner, Rover maintained; £750.—Tel. Kings' Lane 2955. [1344]

1955 Rover 60 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1958 (April) Rover 60 saloon, duo grey/black with grey upholstery, fitted overdrive, 15,000 from new; £1,085.
M. J. HUGHES Ltd., The Highway, Beaconsfield 644. [C2158]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- ROVER 60**
1954 Rover 60 saloon, in quite superb order, reason for sale owner posted abroad, one previous owner only; £690.—Jennings, Richmond 3368. [C3103]
1958 Rover 60, radio and heater, low mileage, director's car, black.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]
1955 model Rover 60 saloon, fawn and cream, fitted radio, superb condition throughout, this really is an immaculate car, guaranteed; £725.—Tudor 9784. [C1211]
1958 (February) Rover 60, finished green with interior trim to match, fitted heater, screen-washer, fog and driving lamps, etc., genuine 15,000 miles only, indistinguishable from new; £1,025.—Edmonds Automobiles, Ltd. Rotes Distributors, Cheltenham. Tel. 55391. [1162]
H. F. EDWARDS are excellent cash buyers of good Rover 60.—154 Great Titchfield St., London, W.1. Langham 0012.
ROWLAND SMITH'S, the Rover 60 buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]
- ROVER 75**
H. HENLYS, Ltd.
WE have all models of Rover; for addresses of showrooms see our advertisement under "Rover Miscellaneous." [0648/R]
H. BEART & Co., Ltd., offer:—
1953 Rover 75 saloon, off white with red leather, well maintained by one careful owner; £575.
1948 Rover 75 P3 saloon, finished in black with maroon interior, 2 owners only from new; £295.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]
ENGINES RECONDITIONED, Ltd., offer:—
1955 Rover 75 saloon; £775.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070]
HENLYS offer with 4 months' guarantee:—
1956 Rover 75, one owner, grey with blue interior; £875.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081/3762. [1279]
WEYBRIDGE AUTOMOBILES, Ltd., offer:—
1956 Series (November '55) Rover 75 saloon, modified to Rover 90 standards, black/maroon interior, heater and radio, one owner, 25,000 miles, excellent throughout; £885.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, Extn. 19. [C4094]
GEORGE NEWMAN & Co. (BRIGHTON), Ltd.
1953 Rover 75 saloon, in really exceptional condition, maintained by enthusiast, grey with blue interior; £595.
JUBILEE St., North Rd., Brighton 24247-8. [C3161]
1956 (March) Rover 75 saloon, 15,000 miles only, one owner, black; £875.
JACK ALFE, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]
AZ MOTORS offer 1953 75 saloon, recent overhaul, gift; £550.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]
1948 Rover 75, black, heater, a nicely kept car; £295.—Heath & Wiltshire, South St., Farnham (Surrey) 8234. [C2157]
1953 (January) Rover 75, black, excellent condition, appearance, heater, fog lamps; £510.—Malden 5343, men only. [171]
1953 Rover 75, in off-white with red interior, radio, taxed, good condition; £545.—Kerridge, Alton 2192. [C3118]
1953 Rover 75 saloon, off-white/red leather, maintained by us since 1954; £565.—Black Horse Garage, Richmond 6491. [C4116]
ROVER 75 saloon, 1953 (June), black with beige interior, in top grade condition throughout; £555, or terms.—Dickerson Motors 28-34, High Street North, Dunstable. Dunstable 1789. [1212]
1955 (Feb.) Rover 75, one owner, low mileage, finished in grey with red interior, sunshine roof, superlative condition; £745.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C1046]
XXX Quite exceptional 1949 Rover P3, fitted replacement (75) engine in 1951, black with grey hide, sliding roof, heater, radio, free wheel, must be seen to be appreciated, written guarantee; £365; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., London, W.1. Langham 0012. [C2003]
AN immaculate example of the famous Rover 75; first registered October 1955, one owner, mileage 26,000, regularly serviced, immaculate throughout, finished green with green leather upholstery; new tyres, fog lamp, wing mirrors, etc., taxed; £795.—Fairhead & Sawyer, Woodbridge, Suffolk. Tel. 937. [1986]
H. F. EDWARDS are excellent cash buyers of good Rover 75.—154, Great Titchfield St., London, W.1. Langham 0012.
ROWLAND SMITH'S, the Rover 75 buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]
- ROVER 90**
H. HENLYS, Ltd.
WE have all models of Rover; for addresses of showrooms see our advertisement under "Rover Miscellaneous." [0470/R]
CAR MART, Ltd.
OFFER with six months' guarantee:—
£895—Rover 90 saloon, o'drive, radio, heater, reg.—1956.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1099]
- ROVER 90**
KESIREL GARAGE.
1955 Rover 90, overdrive, 14,000 miles only, one owner; £845 owner; £845 owner. [C3106]
MARINE RD., Eastbourne 6636
K NIGHTSBRIDGE offer:—
1955 Rover 90, grey, red leather, 29,000 miles, 1st-class condition; £825.
I. Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2036]
H. BEART & Co., Ltd., offer:—
1957 Rover 90 saloon, black with red leather, one careful owner; £995.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]
HENLYS offer with 4 months' guarantee:—
1956 Rover 90, overdrive, one owner, black with grey interior; £935.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [1284]
1956 Rover 90, overdrive, bucket seats, black, excellent condition.
BRITISH & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]
1956 (March) Rover 90, blue with blue and white upholstery, absolutely unmarked; £945.
1957 Rover 90, dark grey with grey upholstery, fitted H.M.V. radio and twin Lucas driving lamps, one owner; £1,025.
M. J. HUGHES, Ltd., The Highway, Beaconsfield 644. [C2152]
1956 (May) Rover 90 saloon, one careful owner, 35,825 miles; £865.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]
1956 Rover 90, dove grey and red, heater and radio; £875.
1955 Rover 90, dove grey, red upholstery, one owner, excellent condition; £875.
1954 Rover 90, dark grey with grey upholstery, fitted H.M.V. radio and twin Lucas driving lamps, one owner; £1,025.
W. J. FAIRFAX, Ltd., Virginia Water. Tel. West-worth 3154. [C2099]
PORTSEA MOTORS, Ltd., the Rover specialists, offer:—
1956 Rover 90, overdrive, radio, unmarked condition, one owner; £935.—136-142, Finchley Rd., N.W.5. opposite Finchley Road Tube Station) Hampstead 9661. [C12147]
FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., offer:—
1954 Rover 90 saloon, dual grey, heater, immaculate vehicle; £739.—Maidstone 8748. [C2147]
1954 Rover 90 saloon, green, radio, fog lamp, one owner, well maintained; £710.
1954 Rover 90 saloon, black, grey leather, regularly maintained, any trial; £645.—Wray Park Garages, Ltd. Reigate 2263. [C4159]
1956 Rover 90 saloon, black, bench seat and radio, fully guaranteed; £925.
C. G. NORMAN (WESTMINSTER), Ltd., 31, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [1120]
1954 Rover 90, blue, heater, exceptional condition; £595.—Tel. Flaxman 5177. [1324]
1956 Rover 90, black, 25,000 miles; £940.—Isleworth 5252. [C4106]
1955 (July) Rover 90 saloon, black red; £775.—Dobsons, Ltd., Rover Agents, Staines 8011. [C1074]
1955 Rover 90 saloon, suede green, 41,000 miles, one owner, very well maintained throughout; £765.
TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]
1956 Rover 90, immaculate condition; £995.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddeston 4567. [C3001]
1959 Rover 90, radio, heater, overdrive, 9,000 miles only, blue, £1,250.—A. Owen (Hendon), The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]
1956 Rover 90 saloon, duo tone grey, 32,000 miles, maintained by us; £895.—Black Horse Garage, Richmond 6441. [C116]
1956 Rover 90 green, green upholstery, overdrive, one owner, taxed, in really superb condition; £910.—Kerridge, Tel. Alton 2192. [C3118]
1955 Rover 90 saloon, suede green, 41,000 miles, one owner, very well maintained throughout; £765.
JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]
1958 Rover 90, smoke grey, heater, radio, 31,000 miles; £1,150.—Pullers of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. [C2113]
1954 Rover 90 saloon de luxe, suede green/green hide, radio, heater, in nice order, taxed and guaranteed; £695.
ALTWOOD GARAGE, Altwood Rd., Maidenhead.
A. Berks. Tel. Littlewick Green 70; evenings and weekends, Littlewick Green 3076. [C1107]
1954 Rover 90, green, red upholstery, radio, heater, regularly maintained, immaculate condition; £875.—St. Albans 8804 evenings. [1161]
1959 Rover 90, duo grey, blue interior, one owner, 12,000 miles, an immaculate car; £1,295.—Wood's Garages, High St., Weybridge. Tel. 2268. [1205]
1955 Rover 90, heater, radio, loose covers, in excellent condition throughout; £775.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121]
32000 miles! Rover 90, 1954 (May), black, two owners, superb condition; £695.—Vander-vell Bros., Ltd., 215, Haverstock Hill, N.W.3. 4441. [C4067]
1956 Rover 90 saloon, radio, heater, black, with red interior, condition of two; £825.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]
1956 Rover 90, finished in black, red hide upholstery, only one owner, first-class condition; £895.—Canons Corner Garage, Stonegrove, Edgware. Open until 10 p.m. Stonegrove 9600. [1301]
- ROVER 90**
1957 Rover 90, radio, heater, cigar lighter, blue with matching interior; £1,045.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]
1956 Rover 90 saloon in black with grey leather upholstery, overdrive and powerful servo brakes; good value at £875.—Logsdon's Garage, Royston, Herts. Tel. Royston 2261. [C3166]
1956 Rover 90 saloon, black, overdrive, radio, chauffeur driven and maintained; £885.—George Kidd Motors, Beauchamp Rd., Leamington Spa, Tel. 1247. [13912]
HATTON, Birmingham, for Rovers; largest stock of Rovers in the Midlands; also orders taken for new 80, 100 and 5-litre; exchanges, terms.—Hutton Motors, Ltd., Rover Dealers, 71, Broad St., Birmingham, Midland 2437. [C2097]
Rover 90 Wanted
ROVER 90 saloon registered, nearly new; consider 100—Greenways, 81, Alresford Rd., Winchester. [W4067]
GEORGE NEWMAN & Co. require for cash low mileage Rover 90 cars.—369, Euston Rd., London, N.W.1. Eus. 4466 (12 lines). [W5023]
EDWARDS want and buy good Rover 90.—Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W4018/R]
ROWLAND SMITH'S, the Rover 90 buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]
- ROVER 100**
EPPS.
100 duo-tone grey, immediate delivery.
TEL. Farnborough (Kent) 55551. [1326]
- ROVER 105**
H. HENLYS, Ltd.
WE have all models of Rover; for addresses of showrooms see our advertisement under "Rover Miscellaneous." [0472/R]
PHILIP RICHARDS, Ltd., offer:—
1957 Rover 105R de luxe saloon, black, 19,000 miles, radio, one owner; £1,025; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C305]
GUY SALMON AUTOMOBILES offer:—
1957 (June) Rover 105R de luxe saloon, black grey leather, radio, 24,000 miles, faultless condition; £1,135; (choice of 2).
1957 Rover 105R saloon, 15,000 miles only; £1,155.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]
1957 Rover 105R, black, overdrive, radio, etc., one owner; £1,275.
1958 series Rover 105R, black, radio, overdrive, one owner; £1,295.—Odeon Motors, Ltd., Bar 1144. [C3026]
1957 (July) Rover 105R saloon, radio, one owner, 16,900 miles; £975.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]
1959 Rover 105, M.V. 4,000 miles; £1,375; as new.—52 Thrale Rd., S.W.16. Streatham 9659. [19991]
1957 (June) Rover 105R 28,000 miles; best offer ever 1950.—Chalk, 32, Commercial Rd., E.1. Royal 1706. [11197]
1957 Rover 105R, one owner, extras, superb condition throughout, 20,000 miles; £1,065.—Robbins, East Putney 4 Tel. 7881. [C3010]
1957 (Jan.) Rover 105S, sage green with green upholstery, fitted Ekco radio, divided bench seat; £1,145.
M. J. HUGHES Ltd., The Highway, Beaconsfield 644. [C2152]
1957 Rover 105S saloon, one owner, radio, overdrive, 15,000 miles; £1,250.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. [C4087]
1958 Rover 105S, one owner, mileage 13,400, overdrive, bucket seats, etc., Dove grey/red interior, excellent order; £1,290.—Wheeler's (Newbury), Ltd., Newbury, Tel. 1020. [C4125]
1957 (May) Rover 105S, black with red trim, overdrive, radio, 2 fog lamps, one owner, 23,000 miles, sold and serviced by us; £1,225.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 6644. [C2039]
**ROVER 105 saloon, 1959 (January), fitted with overdrive and radio, mileage 22,650, black with red upholstery, bucket seats, fog light, car in excellent condition; £1,500.—Whites (Camberley), Ltd., Camberley 3445. [13016]
1958 Rover 105S saloon, midnight blue with 10,000 miles only, and genuine as-new condition.—Francis Motors, 393, Humberstone Rd., Leicester. [C2131]
XXX 1957 (May) Rover 105S saloon, overdrive, heater, grey with blue hide, really outstanding low mileage one owner car, written guarantee; £1,185; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]
105 de luxe saloon, July, 1957, dove grey with red hide, one owner, fully automatic and fitted with H.M.V. radio, bucket seats, twin spotlamps, screenwashers, etc., mileage 17,000, just as brand new; £995; terms and exchanges.—Tel. Birmingham High-bury 2715, or after 7 p.m. South 3016. [19817]
Rover 105, 75, 90 and 105 Wanted
ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018/R]**
- ROVER 3-LITRE**
HAROLD RADFORD & Co., Ltd., offer:—
1959 (Apr.) 3-litre, grey, 6,000 miles, automatic.
1959 Rover 3-litre, duo green, overdrive, radio, 6,000 miles; £1,795.
1959 3-litre, green with green hide, 2,000 miles; £1,725.—Kensington 6642. [C4141]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover 3-litre Cars Wanted

Wanted, 3-litre saloon required, nearly new.—Green-
wells, 81, Alfreton Rd., Winchester. [C4087]

LAND-ROVER

E. EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' guarantee; the latest diesel model available for demonstration; new models usually available.—Main Dealers, Alexandra Rd., Wimbledon 0163-5. 0195 R

ARCHIE SIMONS & Co., Ltd.

1955 Land-Rover estate, also 1955 soft top, both vehicles in private car condition.—50, Paddington St. W.1. Details, Welbeck 1982, Popsongrove 6287, 630-9-00. [C371]

1958 Land-Rover, hard top, green, many extras, one owner; £550. [C3028]

1954 hard top, green; £400.—Odeon Motors, Ltd., Bar. 1144. [C3028]

HARVEY HUDSON, Ltd., the Land-Rover specialists, offer the following selection:—

L.W.B.

1958 series II, petrol, 6,000 miles; £665. [C3028]

1957 petrol 19,000 miles, hood; £565. [C3028]

S.W.B.

1959 series II, petrol, 700 miles only, extra (£670 new); £595. [C3028]

1959 series II, petrol, 7,000 miles, extra; £565. [C3028]

1958 models series I, diesel; £595. [C3028]

1957 petrol, choice of 2 from £450. [C3028]

1956 petrol, choice of 3; £400. [C3028]

ALL these Land-Rovers are offered with 6 months' guarantee, and have only been used for road work and are in excellent condition throughout.

WRITE or phone for further details; distant enquiries welcomed.

HARVEY HUDSON, Ltd., Woodford, London, E.18. [C2039]

1959 Short wheelbase, canvas covered, green, brand new condition, 1,300 miles, heater and extras; offered £621. [C2039]

STATION wagon Land-Rover, normal wheelbase 7-seater, also 2-horse 4-wheeled trailer, only used for shows; £685 or would sell separately.—Miss Champ, Heald Green, Handforth, Cheshire. Tel. Mercury 2882. [C1190]

*** R. J. SEARLE, Ltd.**, the specialists, offer new and used Land-Rovers to your own specification for immediate delivery; interest free terms, exchanges welcomed; Land-Rover hire.—Thames St., Sunbury (3867). Middx. [C4144]

EASTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of Series II Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by full comprehensive stores and service in Essex and Hertfordshire; demonstration vehicles always available.—Tel. Chelmsford 3191 London Rd., Chelmsford main depot; Leigh-on-Sea 71271-2 (1163-7, London Rd., Leigh-on-Sea); or Bishop's Stortford 2266-7 (123, South St., Bishop's Stortford). [C3852]

Land-Rover Cars Wanted

LAND-ROVER long station wagon required, recent model.—Supreme Laundries, Ltd., Laundry Rd., Smithwick 40. [C3961]

HARVEY HUDSON, Ltd.—Land-Rovers, wanted. Trade enquiries welcomed; specialists.—Woodford, London, E.18. Wanstead 6644. [C2039]

LAND-ROVERS required; full details and price.—R.L.H. Motors, Ltd., 599, King's Rd., S.W.6. Renfrew 4492-80. [C2010]

ROWLAND SMITH'S the Land-Rover buyers; highest cash prices.—Hamstead High St., N.W.3. Ham 6041. [W4018 H]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

LARGEST selection of Rovers in London.

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).

MANCHESTER (Blackfriars 7843).

HUNSLOW (Hounslow 3454).

FITCHLEY (Fitchley 0081).

NORTH FITCHLEY (Hillsdale 6666).

PARKWAY, Regent's Park, N.W.1. (Gulliver 5721).

CAMDEN TOWN Service Station (Gulliver 4141).

WYCOMBE MOTORS buy, sell and service Rovers and Land-Rovers.—High Wycombe 2555. [0224 R]

BEARDS OF KINGSTON Rover specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3348. [C2030]

CAMDEN MOTORS for high class used Rovers, see advert on page 33.—Camden Motors, Leighton Buzzard 2041. [C1035]

Rover Spares and Service

SANDFORDS (LEATHERHEAD), Ltd., area dealers in Surrey; the Rover specialists, large spares, stocks, and expert service.—Leatherhead 3035. [C2030]

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley Ravensbourne 3456. [0968 R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-5. [0147 R]

DAVID ROSEFIELD, Ltd., Rover distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [0556 R]

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough Bucks, Rover distributors for spares and specialised service. Tel. Datchet 54. [0047 R]

DRY'S GARAGES, Ltd., Rover dealers since 1935.—Latest models always in stock; spares; service.—Kenton Rd., Kenton, Middx. Wor. 1102. [0993 R]

SCOOTACAR

for all miniature cars, new and used. —23, Piccadilly, W.1. Gerrard 6055. [C3156]

SIMCA

ANTHONY CROOK, leading Simca distributors since the car was first imported all new and many used examples on view at The Roundabout, Hershaw, Surrey (20 minutes Waterloo). Tel. Walton-on-Thames 23644. [C1023]

HUXFORD & SON, Ltd., offer:—

1958 Simca Aronde, colour ivory and green, many extras; £245.—West St., Portchester, Hants, Cosham 7022-3. Simca distributors and enthusiasts. [C2127]

J. DAVY, Ltd., Simca distributors.

1956 Simca Grand Large saloon, one owner, well maintained example; £595. [C1069]

180—184, Kensington High St., W.8. Western 7161. 68, North Row, Marble Arch, W.1. [C1069]

1954 Aronde, heater, wheel trims, light grey; £380.—336, Portland Rd., Hove 47950. [C4154]

1956 Simca Elysee saloon, blue, grey, in excellent condition, any trial; £575.—Wray Park Garages, Ltd., Reigate 2263. [C4159]

1957 Simca Elysee, a very clean car, taxed; £695.—Hills of Woodford, Tel. Buckhurst 9511. [1055]

1959 (April) Simca, Monthery, ivory, 7,000 miles, perfect; £800 o.n.o.—25, Montagu Ave., Newcastle-upon-Tyne, 3. [1146]

SHRUBBERY GARAGES, Upper Church Rd., Weston-super-Mare, Tel. 1080. Simca distributors for Somerset; new and used Simcas; service and spares. [0950]

Simca Cars Wanted

RICHARDS & CARR, Ltd., urgently require good Simcas.—132, Sloane St., S.W.1. Sloane 6165. [3045]

SINGER

SILVERTHORNE MOTORS, Ltd.

1958 model Gazelle drop head, overdrive, radio, heater, blue, red interior, moderate mileage; one owner; £750.—11, Fitzroy Sq., W.1. Euston 7811. [C4011]

WARWICK WRIGHT, Ltd., offer:—

1959 Singer Gazelle saloon, 2-tone blue, red upholstery, heater, rev counter, tonneau. [C4045]

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1958 (reg. March) Singer Gazelle Series I convertible, blue and grey, grey trim, heater, 16,000 miles, absolutely without blemish; £725. [18913]

1958 Singer Gazelle estate car, grey and blue/blue trim, overdrive, heater, radio, one owner, underseal, unmarked; £825.—226-232, 246-248, High Rd., South Tottenham, N.15. Tottenham 0414-5-8. [C3833]

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow, Ham. 6225-6. [0048 R]

1956 Singer Hunter saloon, floor change, one owner, R.A.C. 324, £425.—11, Ferryhead, Prestwich, Manchester, Tel. Prestwich 2057. [C2082]

SINGER Gazelle saloon, 2-tone, with overdrive, radio, heater and many other extras, first reg. 1958; £725. [18639]

HILLS GARAGES, Port St., Piccadilly, Manchester, 1, Tel. Central 4311. [1005]

WALTER SCOTT, Ltd.—1954 1500 saloon, grey, heater, low mileage, one private owner; bargain; £345.—39, College Cres., N.W.3 (Swiss Cottage Tube), Pri. 4466. [C4006]

SINGER Gazelle, this year's show model demonstration car, nominal mileage, as new; £825; or deposit £85.—Cole & Kirby, Kingsbury Circle, N.W.3. Wordsworth 8821. [18639]

1956 Singer Hunter saloon, duo grey, blue, twin carburetors, one owner, sold and serviced by us; £485.—George Kidd Motors, Beauchamp Rd., Leamington Spa, Tel. 1247. [18913]

645 gns.—Super Gazelle, late 1957 convertible, duo tone blue/grey, heater, screen washers, rimbelishers, P.V.C. hood, excellent condition; written guarantee, terms, exchanges.—Rowland Smith, below, and Singer 9, 1952, AAB 2-4-seater, I.P.S. glass sidecreens, good condition; choice of 2; terms, exchanges.—Rowland Smith below.

95 gns.—Singer Super 10, 1947, do luxe saloon, sliding head, leather, good tyres; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

1959 (January) Singer Gazelle saloon Series 3, one owner, 9,327 miles, Windsor blue/foam white, blue/grey upholstery, heater, spot lamp, wing mirrors, 3 months' guarantee; £710.—M.E.T. Garages, 409, Burn High Rd., Tel. Maiden Vale 4801. [C3151]

1959 Singer Gazelle saloon, finished in burgundy/cavalry beige with beige upholstery, fitted with floor gear change, heater, windscreen washers and many other extras; this car has done under 4,500 miles and is in absolutely magnificent condition; £765. [1931]

IVOR CREEK, Ltd., Nichols Road Garages (one minute Six Dials), Southampton, Tel. 25440. [C2145]

1958 (Aug.) Singer Gazelle Mark IIA saloon, duo blue/black flash, red upholstery, fitted with many expensive extras including luxury individual front seats, overdrive, transistor radio, wheel trims, screen washers, heater, etc.; late property of film celebrity, low terms; £625. [C2145]

GRIFFIN MOTORS (UXBRIDGE), Uxbridge Rd., Middlesex. Uxbridge 8331. [C2145]

Singer Cars Wanted

GAZELLE Estate car required, nearly new; consider saloon.—81, Alfreton Rd., Winchester. [C4087]

ROWLAND SMITH'S the Singer buyers; highest cash prices.—Hamstead High St., N.W.3. Ham. 6041. [W4018 H]

Singer Spares and Service

SINGER spares mailed by return trade or retail.

B&H MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2231. [S1020 R]

LANCASTIRE, specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton 4081. [0738]

LIME STREET GARAGES (LIVERPOOL), Ltd., Comprehensive stock of Singer spares; full postal and repair facilities.

5, 7, 9, Redcross St., Liverpool, 1. Central '851

SHOWROOMS.—87 Bold St., Liverpool, 1. Royal 1332. [0250]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service. Tel. 20531. [0841 R]

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facilities always available.—Autometers, Ltd., 131, Church Rd., London, S.W.13. Riverside 8211. [0754 R]

SPORTS CARS

B&G MOTORS offer:—

£255—M.G. TC 1947 2-seater, red, exceptional.

£155—Wolsley special Fibreglass 2-seater, exceptionally pretty car.

£150—M.G. 8 Fibreglass 2-seater, fast.

£150—M.G. 8 PA open sports 4-seater, cream, exceptional in every way.

£150—M.G. 8 PA sports 2-seater, red, exceptional, only wants seel.

£125—M.G. 8 PA sports 2-seater, maroon.

M.V., many others; easy terms from 1/4 down.—B & G Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

THE CHERQUED FLAG, Ltd.

THE Midland's only sports car specialists and Lotus Centre

OFFER an incomparable selection of hand-picked sports cars at attractive prices.

£745—TR3 1957, white, discs, heater, tonneau, X tyres, washers.

£695—Austin-Healey BN2 1956 model, B.R.G., radio, heater, X tyres, tonneau.

£685—M.G. A 1956, blue, radio, heater, rack, tonneau, washers.

£655—Austin-Healey BN1 1955, black, red, o/drive, wire wheels, heater, tonneau.

£645—Austin-Healey Sprite 1959, leaf green, one owner, heater, rev counter, tonneau.

£635—Swallow Doretti 1954, heater, spots, X tyres, tonneau, green, o/drive, wire wheels.

£615—Austin-Healey Sprite 1958, green, heater, rev counter, washers.

£595—Austin-Healey BN1 1955, ice blue, spots, tonneau, heater, o/drive, wire wheels.

£595—Austin-Healey (prototype) 100/6, red, X tyres, heater, spots, o/drive.

£595—TR2, 1955, white/black hard top, X tyres, heater, etc.

£595—Austin-Healey BN1 1955, blue, X tyres, heater, overdrive, wire wheels, tonneau.

£575—Morgan Plus 4, 1955, B.R.G., TR2 unit, spot, tonneau, heater, mirrors.

£575—Austin-Healey 100M, red, tonneau, heater, spots, full Le Mans mods.

£575—Lotus Mark VII 1958 2-seater, red, fully tuned 1172cc unit, full weather equipment of 4.

£565—M.G. TP 1954, green, X tyres, tonneau, spots, washers, rack.

£445—Monkspath Ford Special, Spec. '59, pale blue, radio, tonneau, spot, aquaplane mod.

£395—M.G. TD, 1952, 2-str., ivory and B.R.G., heater, spot lamp, recon unit 1958.

£385—Ford Mistral 1957 glass fibre 2-seater, tubular chassis, red, tonneau, spots.

£325—M.G. TC 1947 2-str., black, spot lamp, mirrors, recon unit in 1958.

As the Midland's only sports car specialists we pay highest prices for sports and competition cars.

THE CHERQUED FLAG (The Midland's only sports car specialists) Arlrigth St., Nottingham (adjoins Midland Station). Open 9 to 7.30 or by appointment. Nottingham 69282-3. [C1124/1]

ROWLAND SMITH'S for Sports Cars.

895 gns.—Triumph TR3A 1959, primrose, radio, heater, 3,400 miles, spare unused.

825 gns.—M.G.A. late 1958, Glacier blue, wire wheels, 5,500 miles.

645 gns.—M.G.A. 1956, white, heater, wire wheels, screenwash, luggage carrier.

645 gns.—Triumph TR3 late 1956, heater, radiator blind, PVC hood, Michelin X, unmarked.

625 gns.—Austin-Healey Sprite 1959, heater, rev counter, small tonneau, one owner, choice of 4.

595 gns.—Austin Healey 100 1955/56, overdrive, heater, twin spots, PVC hood, whitewalls.

595 gns.—Sunbeam Alpine 1955 Mk. II Sports Disc, convertible, overdrive, heater, rad o. Turbo discs.

575 gns.—M.G. Midget 1954 TP, lavishly equipped, completely unmarked, the almost perfect specimen.

495 gns.—Austin Healey 100 1954, ice blue, overdrive, heater, PVC hood, Michelin X.

525 gns.—Triumph TR2 1954, latest type overdrive, wire wheels, heater, tonneau cover.

495 gns.—Morgan 4/4 1957, series II 2-seater, 1172cc engine, heater, screenwash.

495 gns.—Triumph TR2 1954, BRG, heater, PVC hood and tonneau, choice of 5 TRs.

395 gns.—Morgan Plus 4, 1953 2-seater, BRG, tonneau cover, two spare wheels.

395 gns.—M.G. Midget 1950 TD, red, red leather, screenwash.

395 gns.—Austin A40 Sports, November 1951 Convertible, unmarked.

345 gns.—M.G. Midget late 1949 TC, luggage carrier, spotlight, PVC hood.

295 gns.—Morgan 4/4 1949 4-seater, leather, spot, light, demister grid tyres.

225 gns.—Singer 9 1952 model AAB 2/4 seater, red, 178, glass sidecreens, spotlight, Writon 3000 guarantee over 3000 terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

GOLD SEAL CAR Co., Ltd.

SOUTH London's leading sports car specialists.

£1575—Jaguar XK150 special equipment drop head coupe, 1958, white, overdrive, wire wheels, radio, heater, luggage rack.

£975—Jaguar 2.4-litre special equipment saloon, 57 model, British racing green, overdrive, radio, heater, wheel discs, wing mirrors, specimen example.

SPECIAL end-of-season offer: **£925**, Lotus II Le Mans E5, ex-works car, 1100 stage 3 Climax, Weber carburetors, disc brakes, De Dion rear, resprayed B.R.G. **£795**—A.C. Ace, 1956, red, X tyres, two owners from new.

£745—Triumph TR3, 1957, white, disc brakes, one owner, hard top, radio, heater, X tyres.

£675—M.G. A coupe, 1956, green, radio, heater, spots, screen washers.

£565—TR2, 1955, 2 cars, both in very nice condition.

£525—Lagonda, 1951, maroon, grey hide interior, 4-seater, drop head, heater.

£525—Jaguar XK120 Roadster, 1952 model, black, XK140 head recently fitted, high-lift canvas twin copper pipe exhaust system, special c.w.p., radio, heater, unmarked throughout.

£515—Austin-Healey 100 BN1 1954 model, blue, ivory, radio, heater, overdrive, spots, cigarette lighter and map light.

£495—Lotus Mk. IX, red, highly modified Ford 1000 engine.

£425—M.G. TD, 1951, red, extras, excellent condition.

£395—Morgan Plus 4 2-seater sports, 1953, red, first-class condition.

£365—Morris Minor convertible, 1953 model, grey, replacement engine recently fitted.

£325—Jaguar, 1952 Phase III engine, red, specially built for well-known personality.

£295—Dellow 1954 Mk. II, navy blue.

£295—M.G. TC, 1946, black; this car is well above average.

£265—Ford 1172 Mistral, blue.

£265—Healey-Elliott, 1947, green/black, 4-seater drop head.

£265—Morgan 3-wheeler, 1952, Ford 10 engine, exceptional condition.

TWO M.G. TCs, 1947, from **£245**.

£150—M.G. TA Tickford, green.

£145—Morgan 3-wheeler, 1958, Ford 10 engine, excellent condition.

GOOD sports cars wanted for cash.

HIRE purchase is low as 1/5th deposit; special low insurance rates available; motor cycles, 3-wheelers and all cars taken in part exchange.

OPEN week-days 10 a.m. to 9 p.m., Saturdays 9 a.m. to 7 p.m., Sundays 10 a.m. to 1 p.m. (for inspection). Corner Harts Lane and New Cross Rd., S.E.14, 2 minutes from New Cross Gate Underground Station. Tel. New Cross 7433 or 3980. (C2146)

FAIRTHORPE Electron Minor, 12,000 miles; **£425** for quick sale.—Poster Hall, 1, Regent's Park Ter. N.W.1. Gulliver 3464. (1137)

BAKER & ROGER, Ltd., for individually selected sports cars; this week see Jaguar XK120, Austin-Healey, Triumph TR2, Austin A90 and M.G. columns. (C1199)

Sports Cars Wanted

RS ROWLAND SMITH'S, the sports car buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

GOLD SEAL CAR Co., Ltd., require good sports cars for stock.—Tel. New Cross 7433. (W2146)

URGENTLY wanted, M.G. TC, TD, TF and all other good makes of sports cars, very highest prices.—Baker and Roger, Potters Bar 6181 or Hatfield 3961 evenings/week-ends. (W1199)

TUNING repairs, unobtainable spares made.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0753/R)

STANDARD 8

OFFER with 6 months' guarantee

£450—Standard 8 h.p. saloon, heater, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

H. BEART & Co., Ltd., offer:—

1956 Standard 8 saloon, finished in black with red interior, heater, **£375**.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. (C1081)

WARWICK WRIGHT, Ltd., offer:—

1955 Standard 8 saloon, grey, blue upholstery, heater **£375**.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

PETER BANTOCK CAR SALES offer:—

1954 model Standard 8, many extras, recent fitted recon. engine; **£295**.—104, High Rd., Chiswick 2725/5870. (C1014)

1956 Standard 8 saloon, one owner, heater; **£425**.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

1955 Standard 8, heater, screenwasher and extras, excellent condition; **£395**.—Robbins, East Putney Tel. 7881. (C3010)

1957—Standard 8 Gold Star saloon, one owner, 16,000 miles only, exceptional order; 3 months' guarantee **£445**.

C. & W. MOTORS, Ltd., Queens Head Garage, East C End Rd., N.3. Finchley 6256 (3 lines). (C1200)

STANDARD 8

1954 (September) Standard 8 saloon, extras, excellent; **£335**.—Rawlings Tudor Garages, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. (C4132)

1954 Standard 8 saloon, heater, sun roof, excellent, guaranteed; **£325**; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. (C3029)

1956 Standard 8, one owner, heater, grey, in immaculate condition; **£385**.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (19031)

1955 Standard 8 de luxe saloon, grey, heater, screen washers, in exceptional condition; **£360**, private h.p. can be arranged.—Whitford, Boudston Rd., Rowledge, Farnham. Tel. Farnham 536. (11197)

325 gns.—Standard 8, 1954, metallic blue, heater, excellent condition; written guarantee; choice of 3; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

STANDARD 10

R. S. CURRIE & Co., offer:—

1958 Standard 10 Standrive, superb condition throughout; **£510**.—105 Westbourne Grove, W.2. Bayswater 0085. (C1095)

WARWICK WRIGHT, Ltd., offer:—

1956 Standard 10 saloon, grey, red upholstery, radi and heater; **£435**.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. (C4137)

1957 (June) Standard 10 saloon, 28,000 miles, one owner; **£460**.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1955 Standard 10hp saloon, heater, good condition, black, one owner; **£395**.—Tel. Bordon 173. (11199)

1956 (Oct.) Standard 10 saloon, blue, red interior, moderate mileage, attractive car; **£440**.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. (C1094)

1957 Standard Super 10, beige saloon, red interior, one owner, good condition; **£510**.—Wray Park Garages, Ltd., Reigate 2263. (C4159)

AZ MOTORS offer 1955 Standard 10 saloon, exceptional bargain; **£395**.—Palmerston Rd., N.W.3. Mal. 4723. (C1011)

1955 Standard 10 de luxe, 2-tone green and cream, brown interior, many extras; **£425**.—London Ave. 4407, Greenford Rd., Greenford, Middx. West. 4407. (C2057)

365 gns.—Standard 10, 1955, 2-tone blue/black, heater, very good condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Standard 10 buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

STANDARD COMPANION

COMPANION Standard (July 1957), blue, heater and screen, clean, ideal utility; **£555**.—E. J. Baker & Co., Ltd. Dorking 3822. (C1189)

STANDARD 10 Companion estate car, in Elin green, beige upholstery, heater, most economical all-purpose 4-door vehicle for **£495**.—Hillwood Motors, Standard dealers, Watford Way London, N.W.7. Mill Hill 4232. Open till 8 p.m. (C2108)

STANDARD ENSIGN & PENNANT

METROPOLIS GARAGES, Ltd.

1959 Standard Ensign, blue with blue upholstery, heater, wing mirrors, 9,000 miles, one owner; **£750**.—45, Earls Court Rd., Kensington, W.8. Euston 4544. (19718)

BOON & PORTER, Ltd., Standard agents.

1959 Pennant saloon, black, red upholstery, Standard, 7,000 miles only, as new; **£595**.

CASTELNAU, S.W.13. (Nr. Hammersmith Bridge), Riverside 4444. (C1022)

PENNANT 1958, 2-tone, one owner, small mileage, heater, etc., all facilities; any vehicle exchanged; **£510**.—Monro, Andover 3672-3. (C1310)

1959 Standard Pennant, duo-tone blue/cream, heater, washers, etc., genuine 5,500 miles, as new; **£655**.—Seager & Co., 175, Ferry Vale, S.E.25. Forest Hill 1938. (11060)

STANDARD 12 & 14

1947 Standard 14 coupe; **£175**.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

STANDARD VANGUARD

HALLS.

1957 (Oct.) Standard Vanguard estate car, one owner, low mileage; **£750**.—Halls (Finchley), Ltd., Odion Parade, N.12. Hillside 1044. (11065)

TOM GARNER, Ltd., offer:—

1956 Standard Vanguard phase III sln., blue, htr., 20,000; **£650**.

10—12, Peter St., Manchester, 2. Bla. 9265-6-7. (1249)

ARCHIE SIMONS & Co. Ltd.

1956 Standard Vanguard estate, overdrive, extras, above average—50, Paddington St., W.1. Details: Welbeck 1952, Popesgrove 6267, 630-3. (Trade Invited) 19367

ELM AUTOSALES (MORDEN) offer:—

1951 Standard Vanguard, double electric overdrive, Comet blue, heater, exceptional car; **£345**.—28-30, Abbotbury Rd., Morden, Mitcham 7122. (C2067)

STANDARD VANGUARD

CATERHAM MOTOR Co., Ltd., offer:—

1956 Standard Vanguard Phase III saloon, green and fawn, brown upholstery, heater, excellent condition; **£565**.

CATERHAM MOTOR Co., Ltd., Reigate 2245. (C1187)

1949 Standard Vanguard saloon; **£265**.

1954 Standard Vanguard saloon (Oct. '53), heater; **£390**.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. (C3088)

HENLYS offer with 4 months' guarantee:—

1957 series Standard Vanguard Sportsman, overdrive, black and cream with black and beige interior; **£385**.

HENLYS, Ltd., 958-964, High Rd., North Finchley, N.12. Hillside 6666. (11272)

KENTON CENTRAL GARAGE, Ltd., offer:—

STANDARD Vanguard state 1955; **£395**.—Wordsworth 0251. (C3115)

1955 (July) Standard Vanguard, heater, one owner, 27,900 miles; **£435**.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1957 Vanguard estate car, grey/green, one owner, in excellent condition throughout; **£695**.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green, Pal. 1023. (C3126)

1952 Standard Vanguard estate car, blue/red in very nice condition; **£335**.—Oxshott 2041. (C3131)

1958 (Oct.) Standard Vanguard, Phase III, de luxe, taxed Dec. 31st, grey, as new, immaculate, heater, radio; **£760**.

1955 Standard Vanguard estate car, Phase II, taxed Dec. 31st, blue, good condition and well maintained, **£460**.—Tel. Bordon 173. (11199)

1958 Vanguard estate car, grey and black, automatic, low mileage, guaranteed; **£7195**.—Clerkenwell 4455, Syd. 4045. (1957)

1957 Vanguard saloon, heater, taxed, one owner, immaculate; **£595**.—Harwoods Garage, Pulborough. Tel. Pulborough 2401-5. (C2149)

1952 Standard Vanguard, blue with blue leather, M.V. reg., radio; **£355**.—Walters Motors, 351-360, High St., Ponders End, Tel. Howard 1646. (11334)

1956 Standard Vanguard, one owner, heater, screen washers; **£575**.—Robbins, East Putney Tel. 7881. (C3010)

1959 Standard Vanguard Vignale saloon, blue and grey/grey hide interior, radio and heater, as new; **£895**; terms.—Findon, Sussex, 3022. (C4027)

1955 model Standard Vanguard pickup, a genuine vehicle, privately used, taxed; **£245**.—Bray Motors, 180-184, West End Lane, N.W.6. Harstead 6480. (C1024)

1957 model Vanguard Phase III, overdrive, one owner, genuine 23,000 miles, really excellent; **£635**; terms.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 9165. (C3141)

1956 Vanguard Phase III saloon, blue and grey, radio and heater, first-class condition throughout; **£575**.—Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross, Denham 2716/2545. (C3141)

1958 Standard Vanguard Sportsman, radio, heater, overdrive, screenwashers, low mileage; **£825**.—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Tel. Hoddeston 4567. (C3038)

1954 Phase II Standard Vanguard, beige with black roof, one owner, heater, taxed, as immaculate car; **£415**.—Heath & Wiltshire, South St., Farnham (Surrey) 6234. (C2157)

1953 Standard Vanguard Phase II saloon de luxe, heater, green, heater, etc., immaculate; **£375**.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (19052)

1955 Standard Vanguard Phase II saloon, grey, heater, wing mirrors, spot lamp, screen, clean, taxed to December; **£450**.—Cattermole (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. (C1180)

AZ MOTORS offer 1953 Vanguard Phase II, immaculate; **£395**! 1952 blue, above average; bargain; **£299**! 1953 estate car; **£355**! Also 1950 saloon, radio, heater, excellent order; **£275**. Compare our prices.—Palmerston Rd., N.W.6. Mal. 4723. (C1011)

325 gns.—Standard Vanguard, 1953, leather, heater, carefully used; written guarantee; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

XXX 1957 (Sept.) one owner Standard Vanguard Phase III saloon, beige, blue tawn upholstery, heater, wing mirrors, screen washers, reversing light, almost as new; **£625**; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. (C2001)

ROWLAND SMITH'S, the Standard Vanguard buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

STANDARD MISCELLANEOUS

1948 convertible, touring, grey, good condition; offers.—Hilford 6231. (1858)

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers' highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. (W4018/R)

Standard Spares and Service

HALLS (FINCHLEY), Ltd., for Standard and Triumph spares and repairs.—314, Regent's Park Rd., Church End, Finchley. Finchley 5908. (1000/R)

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). (1035/R)

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, rechroming.—Pullocks, Ltd. (G.W. Surrey division), Alexander Terrace, Guildford 5931 (0253/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service
OUR rally-proved engine conversion (£32/10) and anti-roll bar (55/-) improves performance and road holding out of all recognition; approved by Standard Motor Co.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345. [51094]

STUDEBAKER

SCOTT CARS
1954 Studebaker Champion, Farina body, many extra excellent condition. Rd., Hampstead. [C4016]
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London N.W.5

Studebaker Cars Wanted
SIMPSON OF WEMBLEY, 345-355, High Rd., Wembley 2905 5691/4422. Top prices. [W4015]

SUNBEAM

R ROOTES
HAVE available a range of Sunbeam cars of very low mileage.
LONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 3.

129 Deansgate.

B.L.A. 6677. [0111/R]

LEC for Sunbeam.

1954 (Nov.) Sunbeam Mk. III, blue, overdrive, heater, a good example of this very fast and robust sports saloon, new Dunlop Gold Seal tyres all round; £690.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Kni. 6861. [C1086]

S PUR GARAGE offers:—

1955 Sunbeam Mark III, one owner, heater, radio, and other extras, low mileage and faultless; £645.—39, Hartfield Rd., Wimbledon, S.W.19. Liberty 4009. [C4109]

1954 (November) Mark III, wireless, heater; £675.—Isleworth 2522. [C4106]

1956 (May) Mark III, radio, overdrive, heater, low mileage, immaculate car; £735.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.

SUNBEAM Mk. III convertible, Alpine Mist, overdrive, beautiful condition, new hood, mechanically first-class; £750 o.n.o.—Duffell, 2, Mail Studios, Tasker Rd., N.W.3. Gulliver 1987. [1166]

1955 Sunbeam Mark III, this little grey, extras include overdrive, radio, heater, Ace Rimbellishers, spotlights; £725.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080]

1956 Sunbeam sports saloon Mark III, fitted H.V. radio, heater and screen wash, taxed to December, 39,000 miles guaranteed; 2 owners; £645; hire purchase can be arranged.—Apply, Ball, Brook Rd., Wintchurch, Salop. Tel. Whit. 568. [1192]

URGENTLY required, 1951-59 Sunbeams—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 21059. [C4018]

ROWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.5, Ham. 6041. [W4018/R]

SUNBEAM ALPINE

DUNCAN HAMILTON & Co offers:—

1954 Sunbeam Alpine, mist blue, radio, heater, covers, spotlights etc.; £495.—35, High Rd., Byfleet 5101. [C1091]

DELIVERY mileage Alpine in red, one only; £1,075.—Highfield Motors (S), Ltd., 178-181, London Rd., Sharnford, 2, Tel. 51059. [R3055]

SUNBEAM Alpine, registered September, 1959, under 5,000 miles, overdrive, heater, perfect; what offers?—Box 5804. [1048]

595 gns.—Sunbeam Alpine, 1955, Mark III convertible, overdrive, radio, heater, rev. counter, Turbo disc, P.V.C. hood, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [C4018]

1954 Sunbeam Alpine, duo-tone, hard/soft tops, central gear change, radio, heater, rev. counter, clock, wing mirrors, fog spot and reversing light, Ace Rimbellishers etc., most outstanding and beautiful from every angle; £565.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C1046]

SUNBEAM RAPIER

HALLS.
1957 Sunbeam Rapier, dual colour, overdrive, heater; £785.—Halls (Finchley), Ltd., Osdon Parade, N.12. Hillside 1044. [1064]

WARWICK WRIGHT, Ltd., offers:—

1956 Sunbeam Rapier saloon, red and grey, heater; £669.—Warwick Wright, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

WARWICK WRIGHT, Ltd., offers:—

1956 Sunbeam Rapier saloon, blue and grey, radio, heater, 18,000 miles; £750.

1958 Sunbeam Rapier saloon, blue and black, heater, 10,000 miles; £665; another in moonstone and brown, low mileage.

1958 Sunbeam Rapier convertible, glacier blue and black, heater, 10,000 miles; £650.

1959 Sunbeam Rapier saloon, red and grey, overdrive, heater, 3,000 miles; £975.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningham 6050. [C4045]

SUNBEAM RAPIER

J. DAVY, Ltd., Rootes agents.

1956 Sunbeam Rapier saloon, one owner, heater, twin spots, overdrive, rev. counter, 24,700 miles, in exceptionally good condition throughout; £695.

180—184, Kensington High St., W.8. Western 2311. 7181, 68, North Row, Marble Arch, W.1. Hyde [C1069]

GUY SALMON AUTOMOBILES offers:—

1959 Sunbeam Rapier convertible, Cypress green and iceberg green grey interior, radio, heater and overdrive, one owner, quite as new; £1,035.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

CATERHAM MOTOR Co., Ltd., offers:—

1957 Sunbeam Rapier saloon, black and grey with grey trim, R67 engine, floor change, heater, 25,000 miles; £770.

CATERHAM MOTOR Co., Ltd., Reigate 2245. [C1187]

CANNONS CORNER GARAGE offers:—

1957 model Sunbeam Rapier, black and grey, with overdrive, 17,000 miles, immaculate, appeal to enthusiast; £775.—Tel. Stonegrove 9600. [1989]

W. N. ROAKE AUTOMOBILES offers:—

1956 Sunbeam Rapier, overdrive, finished in blue and grey, original condition throughout; £695.—24, Widmore Rd., Bromley, Kent. Rav. 1252. [1208]

B. J. HUNTER, Ltd., Austin agents, offers:—

1959 Sunbeam Rapier drop head foursome, low mileage, unmarked; £1,025.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd.,

1958 Sunbeam Rapier saloon, radio, heater, overdrive, one owner only 15,000 miles, as new; £895.

JUBILEE J., N. Rth Rd., Brighton 24247-8. [C3161]

1958 Sunbeam Rapier convertible, one owner, blue with grey interior; £975.

WINDOWERS, Ltd., The Hyde, Hendon. Colindale 4031. [C4118]

SUNBEAM Rapier saloon, blue/grey, one owner, 1957 model; £765.

HILLS GARAGES, Port St., Piccadilly, Manchester, 1, Tel. Central 4311. [1004]

1956 Sunbeam Rapier, radio, heater, overdrive, 2 owners, excellent condition, 32,000 miles; £695.

EATON MOTOR Co., Eaton Socon 236 (St. Neots). [C2114]

1959 Sunbeam Rapier saloon, red/grey, radio, heater, rev. counter, overdrive, very low mileage in concours condition; £985.

FRIDAYS (SITTINGBOURNE), Crown Quay Lane, Sittingbourne. Tel. 1421-2. [1294]

1957 Rapier saloon, blue and grey, matching interior, R67 engine, o.d. radio, heater; £765.—Wigan 3927. [12973]

1958 Sunbeam Rapier saloon, fitted radio, heater, 13,000 miles only, virtually as new; £895.

MARTIN VAUGHAN MOTOR Co., Ltd., Ravensbourne 2391, Bourne Rd., Bromley, Kent. Tel. Ravensbourne 2391. [C4164]

(Aug.) Sunbeam Rapier saloon, 20,000 miles, beige/grey, overdrive, heater, rev. counter, screenwash, seat covers; £685.—Black Horse Garage, Richmond 6441. [C1116]

1958 Sunbeam Rapier convertible, pearl grey and pippin red, overdrive, one owner, 20,000 miles; £850.—Tudor Autos, Bromley Ravensbourne 6725. [1319]

1958 (July) Sunbeam Rapier convertible, duo tone black blue, specimen car with many extras; £875.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. S.W. 4441. [C1067]

1956 Sunbeam Rapier, duo tone red and pearl/grey upholstery to match, heater, overdrive, rev. counter, etc., one owner, taxed year, nice order and guaranteed; £705.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. A Littlewick Green 70. evenings and weekends Littlewick Green 3076. [C3085]

1958 Rapier series II, carefully used, one-owner car, absolutely as new, mileage only 5,000, extras include underseal, heater, spot lamps, seat covers, taxed; £910.

PARKHOUSE CAR SALES, Ltd., 289, London Rd., Romford 43542. [C3116]

1958 Sunbeam Rapier, Series II saloon, duo blue, overdrive, heater, etc., low mileage, immaculate; £935.—Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross, Denham 2716 2545. [C3141]

TOM ALLERY AUTOMOBILES—1957 Sunbeam Rapier, radio, heater, overdrive, one private owner, immaculate car throughout; £785.—68, Wimbledon Hill Rd., S.W.19. Wimbledon 3648. [C1131]

1959 only; black with powder blue streak; as new; £925.—Woodthorpe Garage, Ltd., Woodthorpe Drive, Mapperley, Nottingham. Tel. 65508. [10706]

1958 (June) Sunbeam Rapier, one owner, red/grey, perfect condition; 3 months' guarantee and part exchange; £875.—M.E.T. Garages, 409, Kilburn High Rd., Tel. Maids Vale 4801. [C3151]

1957 (March) Sunbeam Rapier saloon, pippin red, pearl grey, one owner, overdrive, rev. counter and heater; £760.—Cattermole (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1180]

1956 Sunbeam Rapier, grey/black with 2-tone grey upholstery, one owner, radio, heater, overdrive, screen washers, etc., taxed, a specimen car; £695.—Heath & Wiltshire, South St., Farnham (Surrey) 6234. [C2157]

1958 (May) Sunbeam Rapier, convertible, overdrive, etc., one owner, excellent appearance and condition, written guarantee; £895.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

SUNBEAM RAPIER

1958 Sunbeam Rapier saloon, moonstone/morocco brown with brown moonstone upholstery, extras, heater, H.M.V. radio, overdrive, rev. counter, electric clock, loose covers, wing mirrors, screenwashes, underseal, 12,000 miles since new, this car has been very well maintained and is in exceptional condition, taxed; £950.—John Clayton, Ltd., East Horsley, Surrey, Tel. East Horsley 400. [C1175]

Sunbeam Rapier Cars Wanted

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. [W4018/R]

SUNBEAM-TALBOT

LEC for Sunbeam-Talbot.

1951 Sunbeam-Talbot 90 saloon, green, a carefully maintained car, 2 owners from new, de-carbonised and fitted with new tyres 2,000 miles ago; hard to criticise; £395.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Kni. 6861. [C1086]

1952 Sunbeam-Talbot convertible, black, heater; £385.—Blue Star, Mill Hill 6767. [1216]

1951 Sunbeam-Talbot 90 saloon, heater, 2-tone; £385.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3068]

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offers:—

1957 Sunbeam-Talbot 2½-litre saloon, many extras, immaculate condition throughout, one owner, mileage 20,000; £850. [C2058]

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offers:—

SUNBEAM-TALBOT 90 Mk. II saloon 1952, duo colour cream/blue, heater, etc., a very sound car; £435.—35-41, Holdenhurst Rd., Bournemouth. Tel. 26566. [C2079]

£340—Sunbeam-Talbot 90 1950, in exceptional condition; deferred terms.—Searle, Ltd., Sunbury 3014. [C4144]

1949 Sunbeam-Talbot 90, good condition; £260.—Young, Red House Flat, High St., Red-bourn, Herts. Tel. 501. [1158]

AZ MOTORS offer 1952 90 saloon and convertible, both immaculate, bargain offer; £395.—Falmerton Rd., N.W.6. Mai. 4723. [C1011]

1953 model Sunbeam-Talbot coupe, new hood, excellent condition, radio, heater; £425.—Portsea Motors, Ltd., 136-142, Finchley Rd., N.W.3 (Opposite Finchley Rd. Tube Station). Hampstead 9661. [C3111]

345 gns.—Sunbeam-Talbot 90, 1951, Mark II convertible, heater, P.V.C. hood, excellent condition; written guarantee; choice of 4 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [C4018]

Sunbeam-Talbot Cars Wanted

H. F. EDWARDS are excellent cash buyers of good Sunbeam-Talbot—154, Great Titchfield St., London, W.1. Langham 0012.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. [W4018/R]

SUNBEAM MISCELLANEOUS

CAMDEN MOTORS for high class used Sunbeams, and Sunbeam-Talbots, see advert on page 35.—Camden Motors, Leighton Buzzard 2941. [C1035]

TRIUMPH

DICKS
1949 Triumph 2000 Roadster, attractive condition, £325.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, Tel. Gladstone 7175. [C1072]

MERCURY offer:—

£285—1948 Triumph Roadster 1800, new hood, excellent condition, first class; exchanges with pleasure.—824, Harrow Rd., Wembley. Wembley 6058. [1124]

RAYMOND WAY offers:—

1958 (Oct.) Triumph TR3A in grey with red upholstery, a beautifully kept, unmarked, one-owner, 14,000-mile sports car, fitted with hard and soft tops, heater, wing mirrors, screen washers, spot lights, rare chrome luggage rack, etc.; a bargain at £859.

300 first-class cars to choose from.—Raymond Way Motors, Kilburn, N.W.6. Maids Vale 6044. [1102]

THE official TR Centre offers:—

1955 TR2, B.R.s., heater, radio, X tyres; £550.

1957 TR3, red with black hard and soft top, heater, etc., 17,000 miles; £785.—L. F. Davies, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

THE CHEQUERED FLAG, Ltd.,

LONDON'S Leading Sports Car Specialists.

£885—TR3A, 1958, hard top, red, X tyres, disc brakes, heater, washers.

£565—TR2, 1956 model, B.R.s., overdrive, mirrors, X tyres, heater, spots.

£495—TR2, 1954, 2-str., B.R.s., heater, radio, X tyres, tonneau, mirrors.

£295—Triumph 1800 Roadster, 1947, white, spot, twin horns, washers, mirrors.

THE CHEQUERED FLAG (SPORTS CAR SPECIALISTS), Ltd., 492-496, Chiswick High Rd., W.4. 100 yards from Chiswick Park Tube Station. 9-8 week-days. Tel. Chiswick 7871, 2 or 3. [C1124]

1948 Triumph 1800 roadster; £295.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex.—Buckhurst 1171-2.

TRIUMPH TR2, November 1954, f.h. o.d. spots, tonneau; new Xs, seen 24 hours; £540.—Queensberry Garage, Ltd., 99-101 Lender Hill, S.W.11. B. 2421. [1216]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

E.L.M. AUTOSALES (MORDEN), offer:—

1948 Triumph Roadster, green, heater, excellent example; £345.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2067]

100 miles only.—TR3A, no extras; save £100.—Birmingham, Midland 5763. [C1002]

1949 Triumph 2000 Roadster, recent reconditioned engine; £295.—Hammer Smith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

AZ MOTORS offer 1949 Triumph Roadster hard top, magnificent condition, gift; £275.—Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1957 and heater; £695.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [C1192]

TRIUMPH Coventry Climax special in road trim; £249.—G. P. (Balham), Ltd., 26, Balham Hill (Oyds Gopham South Lane), S.W.12. Bat. 111. [C2024]

1954 (May) Triumph TR2, in ivory/red, nice condition; £405.—Gussons Sports Cars, London, E.1. Christchurch, Hants. Tel. Highcliffe 2215. [C2109]

TR3A (Nov. 1958), heater, occasional seat, 11,000 miles only; £795.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

1953 Triumph Mayflower, one owner, nominal mileage, excellent condition; £395.—Phoenix Motors, Ltd., Oxford Rd., Gerrards Cross, Denham 2416/2545. [C3141]

895 gns.—Triumph TR3A, April 1959, primrose, radio, heater, washers, one owner, 8,400 miles, spare unused; written guarantee; terms, exchanges.—Rowland Smith, below:—

495 gns.—Triumph TR2 1954, B.R.G. heater, screen washers, v.c. hood, very good condition; written guarantee; choice of 4; terms, exchanges.—Rowland Smith, below:—

345 gns.—Triumph 2000 1949 roadster coupe, red leather, new hood, unmarked; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

1959 Triumph Herald saloon, Alpine mauve, radio, heater, seat covers, wing mirrors, screen washers, 5,000 miles; £725.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

ROSE & YOUNG, Ltd., offer: 1955 Triumph TR2, a hard top, low mileage, immaculate condition; £550.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

1953 Triumph Renown 2000 saloon, one owner, from new, very low mileage, radio, Tiger loose covers and many other sensitive extras, over £200 spent in the last 6 months to bring this vehicle up to perfect, guaranteed finest specimen available; £395.—

QUAKHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Pal. 1023. [C3126]

TRIUMPH TR3, first reg. Feb. 1959; pale yellow with black hood and screen; fitted 11,000 miles (never rallied), indistinguishable from new; maintained, serviced and offered for sale by Macharg, Rennie & Lindsay, Ltd., The Standard & Triumph Distributors, 2-28, Berkeley St., Glasgow, C.3. Tel. Central 5481-5. [C1199]

£535—TR2 1955, Baker & Roger, Ltd., offer yet another first-class example of this famous marque, exceptionally well maintained, in red and fitted overdrive, wonderful value at repeat; £555; terms, exchanges; written guarantee.—Baker & Roger, Ltd., at Hudson's Garage, Barkes Lane (opposite Butts), Potters Bar 6181 or Hatfield 3561 evenings/weekends. [C1199]

Triumph Cars Wanted

RS ROWLAND SMITH'S, the Triumph buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

TR 8 wanted 1955 upwards.—Harold Hamblin Cars, Ltd., Basingstoke, Tel. 19. [W2145]

Triumph Spares and Service

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Frincoe's Drive, Colwyn Bay (Tel. 3322). [C355/R]

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ROWLAND SMITH'S for Utilities.

845 gns.—Morris Oxford 1958, Mark IV Traveller, birch grey, red leather, heater, roof rack, one owner, scarce model.

645 gns.—Morris Minor 1000 1958 de luxe Traveller, grey, heater, one careful owner.

395 gns.—Austin A40 November, 1955 Countryman, heater.

375 gns.—Hillman Minx 1955 duo-tone, heater, roof rack.

365 gns.—Hillman Minx 1955 Mk. VIII estate car, duo-tone, grey/green, heater.

345 gns.—Flat 500C 1955 Belvedere all steel estate car, sun roof.

345 gns.—Austin A40 1954, Countryman, heater.

295 gns.—Morris Dormobile 1954 Martin Walter 12-seater, written guarantee over £300; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

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1958 Austin A95 Countryman estate car, red and grey, heater, 7,000 miles; £575.

1958 Hillman Minx estate car, grey, red upholstery, heater and heater, 8,000 miles; £575.

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'54) Morris Minor 2, 12, 16, 20, 24, 30, 36, 42, 48, 54, 60, 66, 72, 78, 84, 90, 96, 102, 108, 114, 120, 126, 132, 138, 144, 150, 156, 162, 168, 174, 180, 186, 192, 198, 204, 210, 216, 222, 228, 234, 240, 246, 252, 258, 264, 270, 276, 282, 288, 294, 300, 306, 312, 318, 324, 330, 336, 342, 348, 354, 360, 366, 372, 378, 384, 390, 396, 402, 408, 414, 420, 426, 432, 438, 444, 450, 456, 462, 468, 474, 480, 486, 492, 498, 504, 510, 516, 522, 528, 534, 540, 546, 552, 558, 564, 570, 576, 582, 588, 594, 600, 606, 612, 618, 624, 630, 636, 642, 648, 654, 660, 666, 672, 678, 684, 690, 696, 702, 708, 714, 720, 726, 732, 738, 744, 750, 756, 762, 768, 774, 780, 786, 792, 798, 804, 810, 816, 822, 828, 834, 840, 846, 852, 858, 864, 870, 876, 882, 888, 894, 900, 906, 912, 918, 924, 930, 936, 942, 948, 954, 960, 966, 972, 978, 984, 990, 996, 1002, 1008, 1014, 1020, 1026, 1032, 1038, 1044, 1050, 1056, 1062, 1068, 1074, 1080, 1086, 1092, 1098, 1104, 1110, 1116, 1122, 1128, 1134, 1140, 1146, 1152, 1158, 1164, 1170, 1176, 1182, 1188, 1194, 1200, 1206, 1212, 1218, 1224, 1230, 1236, 1242, 1248, 1254, 1260, 1266, 1272, 1278, 1284, 1290, 1296, 1302, 1308, 1314, 1320, 1326, 1332, 1338, 1344, 1350, 1356, 1362, 1368, 1374, 1380, 1386, 1392, 1398, 1404, 1410, 1416, 1422, 1428, 1434, 1440, 1446, 1452, 1458, 1464, 1470, 1476, 1482, 1488, 1494, 1500, 1506, 1512, 1518, 1524, 1530, 1536, 1542, 1548, 1554, 1560, 1566, 1572, 1578, 1584, 1590, 1596, 1602, 1608, 1614, 1620, 1626, 1632, 1638, 1644, 1650, 1656, 1662, 1668, 1674, 1680, 1686, 1692, 1698, 1704, 1710, 1716, 1722, 1728, 1734, 1740, 1746, 1752, 1758, 1764, 1770, 1776, 1782, 1788, 1794, 1800, 1806, 1812, 1818, 1824, 1830, 1836, 1842, 1848, 1854, 1860, 1866, 1872, 1878, 1884, 1890, 1896, 1902, 1908, 1914, 1920, 1926, 1932, 1938, 1944, 1950, 1956, 1962, 1968, 1974, 1980, 1986, 1992, 1998, 2004, 2010, 2016, 2022, 2028, 2034, 2040, 2046, 2052, 2058, 2064, 2070, 2076, 2082, 2088, 2094, 2100, 2106, 2112, 2118, 2124, 2130, 2136, 2142, 2148, 2154, 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3156, 3162, 3168, 3174, 3180, 3186, 3192, 3198, 3204, 3210, 3216, 3222, 3228, 3234, 3240, 3246, 3252, 3258, 3264, 3270, 3276, 3282, 3288, 3294, 3300, 3306, 3312, 3318, 3324, 3330, 3336, 3342, 3348, 3354, 3360, 3366, 3372, 3378, 3384, 3390, 3396, 3402, 3408, 3414, 3420, 3426, 3432, 3438, 3444, 3450, 3456, 3462, 3468, 3474, 3480, 3486, 3492, 3498, 3504, 3510, 3516, 3522, 3528, 3534, 3540, 3546, 3552, 3558, 3564, 3570, 3576, 3582, 3588, 3594, 3600, 3606, 3612, 3618, 3624, 3630, 3636, 3642, 3648, 3654, 3660, 3666, 3672, 3678, 3684, 3690, 3696, 3702, 3708, 3714, 3720, 3726, 3732, 3738, 3744, 3750, 3756, 3762, 3768, 3774, 3780, 3786, 3792, 3798, 3804, 3810, 3816, 3822, 3828, 3834, 3840, 3846, 3852, 3858, 3864, 3870, 3876, 3882, 3888, 3894, 3900, 3906, 3912, 3918, 3924, 3930, 3936, 3942, 3948, 3954, 3960, 3966, 3972, 3978, 3984, 3990, 3996, 4002, 4008, 4014, 4020, 4026, 4032, 4038, 4044, 4050, 4056, 4062, 4068, 4074, 4080, 4086, 4092, 4098, 4104, 4110, 4116, 4122, 4128, 4134, 4140, 4146, 4152, 4158, 4164, 4170, 4176, 4182, 4188, 4194, 4200, 4206, 4212, 4218, 4224, 4230, 4236, 4242, 4248, 4254, 4260, 4266, 4272, 4278, 4284, 4290, 4296, 4302, 4308, 4314, 4320, 4326, 4332, 4338, 4344, 4350, 4356, 4362, 4368, 4374, 4380, 4386, 4392, 4398, 4404, 4410, 4416, 4422, 4428, 4434, 4440, 4446, 4452, 4458, 4464, 4470, 4476, 4482, 4488, 4494, 4500, 4506, 4512, 4518, 4524, 4530, 4536, 4542, 4548, 4554, 4560, 4566, 4572, 4578, 4584, 4590, 4596, 4602, 4608, 4614, 4620, 4626, 4632, 4638, 4644, 4650, 4656, 4662, 4668, 4674, 4680, 4686, 4692, 4698, 4704, 4710, 4716, 4722, 4728, 4734, 4740, 4746, 4752, 4758, 4764, 4770, 4776, 4782, 4788, 4794, 4800, 4806, 4812, 4818, 4824, 4830, 4836, 4842, 4848, 4854, 4860, 4866, 4872, 4878, 4884, 4890, 4896, 4902, 4908, 4914, 4920, 4926, 4932, 4938, 4944, 4950, 4956, 4962, 4968, 4974, 4980, 4986, 4992, 4998, 5004, 5010, 5016, 5022, 5028, 5034, 5040, 5046, 5052, 5058, 5064, 5070, 5076, 5082, 5088, 5094, 5100, 5106, 5112, 5118, 5124, 5130, 5136, 5142, 5148, 5154, 5160, 5166, 5172, 5178, 5184, 5190, 5196, 5202, 5208, 5214, 5220, 5226, 5232, 5238, 5244, 5250, 5256, 5262, 5268, 5274, 5280, 5286, 5292, 5298, 5304, 5310, 5316, 5322, 5328, 5334, 5340, 5346, 5352, 5358, 5364, 5370, 5376, 5382, 5388, 5394, 5400, 5406, 5412, 5418, 5424, 5430, 5436, 5442, 5448, 5454, 5460, 5466, 5472, 5478, 5484, 5490, 5496, 5502, 5508, 5514, 5520, 5526, 5532, 5538, 5544, 5550, 5556, 5562, 5568, 5574, 5580, 5586, 5592, 5598, 5604, 5610, 5616, 5622, 5628, 5634, 5640, 5646, 5652, 5658, 5664, 5670, 5676, 5682, 5688, 5694, 5700, 5706, 5712, 5718, 5724, 5730, 5736, 5742, 5748, 5754, 5760, 5766, 5772, 5778, 5784, 5790, 5796, 5802, 5808, 5814, 5820, 5826, 5832, 5838, 5844, 5850, 5856, 5862, 5868, 5874, 5880, 5886, 5892, 5898, 5904, 5910, 5916, 5922, 5928, 5934, 5940, 5946, 5952, 5958, 5964, 5970, 5976, 5982, 5988, 5994, 6000, 6006, 6012, 6018, 6024, 6030, 6036, 6042, 6048, 6054, 6060, 6066, 6072, 6078, 6084, 6090, 6096, 6102, 6108, 6114, 6120, 6126, 6132, 6138, 6144, 6150, 6156, 6162, 6168, 6174, 6180, 6186, 6192, 6198, 6204, 6210, 6216, 6222, 6228, 6234, 6240, 6246, 6252, 6258, 6264, 6270, 6276, 6282, 6288, 6294, 6300, 6306, 6312, 6318, 6324, 6330, 6336, 6342, 6348, 6354, 6360, 6366, 6372, 6378, 6384, 6390, 6396, 6402, 6408, 6414, 6420, 6426, 6432, 6438, 6444, 6450, 6456, 6462, 6468, 6474, 6480, 6486, 6492, 6498, 6504, 6510, 6516, 6522, 6528, 6534, 6540, 6546, 6552, 6558, 6564, 6570, 6576, 6582, 6588, 6594, 6600, 6606, 6612, 6618, 6624, 6630, 6636, 6642, 6648, 6654, 6660, 6666, 6672, 6678, 6684, 6690, 6696, 6702, 6708, 6714, 6720, 6726, 6732, 6738, 6744, 6750, 6756, 6762, 6768, 6774, 6780, 6786, 6792, 6798, 6804, 6810, 6816, 6822, 6828, 6834, 6840, 6846, 6852, 6858, 6864, 6870, 6876, 6882, 6888, 6894, 6900, 6906, 6912, 6918, 6924, 6930, 6936, 6942, 6948, 6954, 6960, 6966, 6972, 6978, 6984, 6990, 6996, 7002, 7008, 7014, 7020, 7026, 7032, 7038, 7044, 7050, 7056, 7062, 7068, 7074, 7080, 7086, 7092, 7098, 7104, 7110, 7116, 7122, 7128, 7134, 7140, 7146, 7152, 7158, 7164, 7170, 7176, 7182, 7188, 7194, 7200, 7206, 7212, 7218, 7224, 7230, 7236, 7242, 7248, 7254, 7260, 7266, 7272, 7278, 7284, 7290, 7296, 7302, 7308, 7314, 7320, 7326, 7332, 7338, 7344, 7350, 7356, 7362, 7368, 7374, 7380, 7386, 7392, 7398, 7404, 7410, 7416, 7422, 7428, 7434, 7440, 7446, 7452, 7458, 7464, 7470, 7476, 7482, 7488, 7494, 7500, 7506, 7512, 7518, 7524, 7530, 7536, 7542, 7548, 7554, 7560, 7566, 7572, 7578, 7584, 7590, 7596, 7602, 7608, 7614, 7620, 7626, 7632, 7638, 7644, 7650, 7656, 7662, 7668, 7674, 7680, 7686, 7692, 7698, 7704, 7710, 7716, 7722, 7728, 7734, 7740, 7746, 7752, 7758, 7764, 7770, 7776, 7782, 7788, 7794, 7800, 7806, 7812, 7818, 7824, 7830, 7836, 7842, 7848, 7854, 7860, 7866, 7872, 7878, 7884, 7890, 7896, 7902, 7908, 7914, 7920, 7926, 7932, 7938, 7944, 7950, 7956, 7962, 7968, 7974, 7980, 7986, 7992, 7998, 8004, 8010, 8016, 8022, 8028, 8034, 8040, 8046, 8052, 8058, 8064, 8070, 8076, 8082, 8088, 8094, 8100, 8106, 8112, 8118, 8124, 8130, 8136, 8142, 8148, 8154, 8160, 8166, 8172, 8178, 8184, 8190, 8196, 8202, 8208, 8214, 8220, 8226, 8232, 8238, 8244, 8250, 8256, 8262, 8268, 8274, 8280, 8286, 8292, 8298, 8304, 8310, 8316, 8322, 8328, 8334, 8340, 8346, 8352, 8358, 8364, 8370, 8376, 8382, 8388, 8394, 8400, 8406, 8412, 8418, 8424, 8430, 8436, 8442, 8448, 8454, 8460, 8466,

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MARTIN VAUGHAN MOTOR CO., Ltd., Ravensbourne Rd., Bromley, Kent. Tel. Ravensbourne 2391. [C4164]

1955 Vauxhall Cresta, black, with brown and white upholstery, extras; £495.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [C4164]

1958 Cresta, 9,000 miles only, one owner, radio and heater, mountain rose and grey; £395.—John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441 6666. [C1036]

ROSE & YOUNG, Ltd., offer: 1958 Vauxhall Cresta, 4,000 miles only, fitted radio, as new; £345.—65, Sturthold Ave., Streatham Hill, S.W.18 (11 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

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1958 model Volkswagen de luxe saloon, Agave green, 33,300 miles, one owner; £595.

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COLBORNE GARAGE, Ltd. Ripley 2361. [0373/R]

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1955 de luxe, extras; £485.—U.T.P. Cars, 24, Chatham Place, Brighton 29421. [C4154]

VW—Crickwood Automobile Co. offer:—

VW—1954-59 de luxe models always in stock.

VW—1958 Karmann Ghia, red and black; £595.—Shoot-out Hill, N.W.2. Tel. Gladstone 4805. [C1179]

V&F MONACO MOTORS, the Volkswagen specialists, offer:—

V&F—1957 Micro-Caravan, moderate mileage, one owner, good condition; £685.

V&F—1958 de luxe saloon, green, various extras, 16,000 miles; £635.

V&F—1958 de luxe saloon, black, 28,000 miles; £525.

V&F—1956 de luxe saloon, black, moderate mileage, various extras, absolutely outstanding condition; £565.

V&F MONACO MOTORS, official Volkswagen agents; h.p. and part exchange facilities; mileage guaranteed.—Showrooms, 363, Fulham Rd., S.W.10. Flaxman 4356. Service, Pre 4614. [C4141]

1958 (Sept.) Karmann Ghia, l.h.d., one owner, new condition 13,000 miles; £1,075.—Box 5755. [9929]

1959 Volkswagen de luxe, radio, very low mileage; £725.—Circus Garage (Brighton), Ltd., Tel. Brighton 28301-2-3. [C1147]

AZ MOTORS offer 1954 Volkswagen d/l saloon, beautifully maintained; £450.—100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1955 de luxe, radio, spot light, roof rack, second car, best offer.—Mrs. Waigh, Hermitage, Berks. [1157]

KARMANN GHIA 1956 (Sept.), red/black, excellent, radio, underseal, many extras; £795.—15, Whitworth-Jones Ave., Hemel Hempstead, Beds. [1165]

COVENTRY & JEFFES, Ltd., 52, Whitechapel Rd., Bristol, 8, Tel. 37076. Main distributors for Bristol, Gloucester and Wiltshire. [0687/R]

1954 Volkswagen de luxe, black with beige interior, excellent condition, 47,000 miles; £445.—Seager & Co., 175, Perry Vale, S.E.23. Forest Hill 1838. [1061]

1955 (Nov.) de luxe saloon, one owner, excellent condition, new tyres, regular agents service since new (vouchers), available end November; £430.—Handy, Windermere 441. [1186]

JACK ROSE, Ltd., offer:—1959 Karmann Ghia sports coupe, red and black, unmarked condition, accept £1,075.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

WALTER SCOTT, Ltd.—1959 Microbus de luxe, sun roof, Devon Caravette, maroon and grey, low mileage, unmarked, £595.—39, Gulliver College Cres., (Swiss Cottage Tube). Pri. 4466. [C4006]

1957 (June) Karmann Ghia V.W., one owner, 19,000 miles, radio, immaculate; £895.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3446. [C1046]

£249—1947 Volkswagen de luxe saloon, identical to late models in every respect, fitted 1952 engine, immaculate condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2664. [C2095]

475 s.s.—Volkswagen late 1955 de luxe, one owner, excellent condition, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 60-1. [C4018]

VOLKSWAGEN

1948 Volkswagen saloon, l.h.d., good order; £225. V.D. Margulies, Ltd. Shaftesbury Mews, Stratford Rd., W.8. Western 5992. [C1162]

1958 (September) Volkswagen de luxe saloon, metallic grey, fitted radio, 9,000 miles only, a real specimen at £675; h.p. part exchange.—Maclean Harding, Ltd., 143-7, Long Lane, Bexleyheath, Kent. Tel. 5914. [1128]

THE HYDE MOTOR Co. offer 1959 Volkswagens de luxe, £685; 1958 Volkswagen de luxe, £650; 1957 Volkswagen de luxe, £595; 1956 Volkswagen de luxe, £575; 1955 Volkswagen de luxe, £550; 1954 Volkswagen, grey, £525; 1954 Volkswagen de luxe, £495; 1954 Volkswagen de luxe, £475; 1954 Volkswagen, grey, £435; 1953 Volkswagen de luxe, £425; 1953 Volkswagen, £415; 1953 Volkswagen, sun roof, £415; 1952 Volkswagen de luxe, £395; 1951 Volkswagen, £365; 1949 Volkswagen, r.h.d., £325; 1949 Volkswagen, £265; 1957 Microbus de luxe, sun roof, £795; 1959 Microbus Caravan, £795; 1954 Volkswagen delivery van, £350; part exchanges, payments—153, The Hyde, N.W.9. Colindale 7898. [C2133]

Volkswagen Cars Wanted

V **WALTER SCOTT, Ltd.**

VOLKSWAGEN authorised agents.

WE want good Volkswagens!—39, College Cres., N.W.3. (Swiss Cottage Tube). Pri. 4466. [W4006]

RS **ROWLAND SMITH'S** the Volkswagen buyers; highest cash prices.—Hamstead High St., N.W.3. Ham 6041. [W4018/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361. All years and models. [0980/R]

ALL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde, N.W.9 Colindale 7898. [W2133]

GOOD Volkswagen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

V&F **MONACO MOTORS**, the Volkswagen buyers—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4356. [0300/R]

Volkswagen Spares and Service

VW **MOTORS, Ltd.**, sole Volkswagen concessionaires.—Genuine spare parts obtainable from 259, Plaieston Rd., London, E.15 (adjoining Plaieston Station, District Line, Maryland). Tel. Also 46-52, Lodge Rd., London, W.6. Canningham 8000. [0647/R]

EUROPEAN CARS Volkswagen distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagens by factory-trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R]

MOORTOWN MOTORS, Ltd., of Leeds, for Volkswagen service and specialised repairs, by factory-trained staff.

MOORTOWN MOTORS, Ltd., Regent St., Leeds, Tel. 31894 (3 lines). [0980/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361.—Genuine VW spares; o.d. postal service. Open all day Saturday for reception, spares until 12.30 p.m. Crash work a speciality. [0995/R]

CRASH damage panel work and painting carried out; every—overhauled by VW-trained men; 59, H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon, Tel. Bywood 1366-7-8. [0036/R]

V&F **MONACO MOTORS**, London's oldest special-sonnel, original VW equipment; spares posted; o.d.; reconditioned engines, all VW accessories.—6, Astwood Mews, Courtfield Rd. (near Gloucester Rd. Station), London, S.W.7. Tel. Fremantle 4414. [C293/R]

VOLVO

BLACK & WHITE GARAGES [C3056]

THE Midlands leading specialists for Volvo cars; sales, service and spares; demonstrations, part exchanges; open all week-ends.

BLACK & WHITE GARAGES—Tel. Harvington 331, 396, Nr. Evesham. [0211/R]

1959, choice of 2, under 2,000 miles, sunshine roof; from £1,250.

WOKING MOTORS (MAYBRIDGE HILL), Limited, Woking, Surrey. Woking 4277. [C1057]

1959 Volvo 122S, blue and grey, radio, heater, sea covers, director's personal car; £1,195.

MILL STREET GARAGE, Volvos and VWs for main agents.—Tel. Stourbridge 3310. [0974]

1959 (Oct.) Volvo 122S saloon, 1,500 miles only, as new; £1,225.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445. [C4046]

JACK ROSE, Ltd., offer:—1960 (series) latest model Volvo 122S sports saloon, 260 miles only, absolutely as new, accept £1,295.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

JACK ROSE, Ltd., offer:—1959 model Volvo 122S sports saloon red and ivory, as brand new, low mileage; accept £1,125.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1959—60 2-tone blue/grey 122S, fitted Michelin X tyres, Koni shock absorbers and modified suspension, no competitors, unmarked, low-mileage specimen; £1,199! New model in stock for immediate delivery.—Budda, Volvo distributors, 41, High St. Worthing 7773-4. [1144]

WOLSELEY

1958 Wolseley 1500 de luxe saloon, fitted heater; £665.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755-6. [0269]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.
1957 15/50, finished in green, 10,000 miles only, excellent condition; £745.
1958 1500, finished in black, heater, unseated, excellent condition; £710.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5551); 399, London Rd., Croydon (Thornton Heath 4283); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181); 425-445, St. Albans Rd., Watford (Watford 31877).
HBEART & Co., Ltd., offer:—
1957 model Wolseley 15/50, maroon with red leather, fitted manumatic clutch; £695.
1955 heater and screenwashers, a beautifully maintained car; £525.
1957 Wolseley 1500 saloon, Yukon grey with red leather, heater and screenwashers, supplied by us to one owner; £645; choice of 2.
1958 Wolseley 6/90 saloon, finished in Yukon grey with green interior, fitted overdrive, one owner; £875.
1958 Wolseley 1500 saloon, finished in Yukon grey with red interior, fitted heater and windscreen washers, supplied by us to one owner; £675.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]
GEOFFREY HARTWELL, Ltd., offer:—
WOLSELEY 15/50 1958, grey with red interior, 15,000 miles, immaculate throughout; £795.—35-41, Holdenhurst Rd., Bournemouth. Tel. 26591-2-3. [C2079]
CATERHAM MOTOR Co., Ltd., offer:—
1956 Wolseley 15/50, grey, red upholstery, heater; £650.
CATERHAM MOTOR Co., Ltd., Reigate 2245. [C1187]
GUY SALMON AUTOMOBILES offer:—
1959 Wolseley 1500 de luxe saloon, radio and heater, 5,000 miles; one owner; £725.—Portsmouth Rd., Thames Ditton. Enderbrook 5552-2-3. [C3001]
BOOK & PORTER, Ltd., Wolseley agents.
1957 (Oct.) 15/50, grey, one owner, extremely smart, comfortable car, rarely available on second-hand market; £695.
CASTLENAU, S.W.13. (Nr. Hammersmith Bridge). Riverside 4444. [C1022]
HENLYS offer with 4 months' guarantee:—
1952 Wolseley 6/60, heater, black with fawn interior; £385.
HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1968. [1276]
HENLYS offer with 4 months' guarantee:—
1957 Wolseley 15/50, heater, one owner, grey with green interior; £745.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 572. [C1290]
NAYLOR & ROOT, Ltd. (Established 1920).
1957 (July) Wolseley 15/50 Manumatic, maroon, low mileage, any trial; £735.
CLAPHAM Junction, S.W.11. Battersea 2252. [C3022]
DENHAM GARAGE (ESHER), Ltd., offer:—
WOLSELEY 15/50, August 1957, 16,000 miles only, fitted radio, manumatic drive, heater, etc.; £745.—105-111, High St., Esher. Tel. 2021. [9015]
WEBBRIDGE AUTOMOBILES, Ltd., offer:—
1958 Wolseley 6/90 saloon, maroon pan interior, fitted radio, heater, etc., 19,000 miles, immaculate condition; £875.
WEBBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233. [C4094]
TANKARD & SMITH (CHELSEA), Ltd., offer:—
1955 Wolseley 6/90 saloon, green, grey, one owner, low mileage, exceptional car, throughout; £550; three months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801 (5 lines). [C4063]
TANKARD & SMITH, Ltd. (TOTTENHAM), offer:—
1955 Wolseley 6/90 saloon finished in grey with red leather interior, factory reconditioned engine fitted 4,000 miles ago with new tyres and servo-assisted brakes, an immaculate specimen, at £495.—226-232, 246-248, High Rd., South Tottenham, N.15. Tottenham 0414/5/6. [C4063]
1957 Wolseley 15/50, green, radio, one owner, low mileage, immaculate; £745.
1952 Wolseley 6/80, green; £295.—Clerkenwell 4425. Byd. 4648. [9869]
1958 Wolseley 15/50, very low mileage, choice of two. Tel. Aldershot 581. [1240]

WOLSELEY

1956 (Mar.) Wolseley 4/44 saloon, 33,500 miles, one owner; £575.
GEOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023]
NEW Wolseley 15/60, smoke grey blue; list.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142]
1956 Wolseley 15/50 saloon, beige/red hide, heater, etc., one well-known owner, 19,000 miles only, whole car as new, taxed year; £675.
ALTHOOD GARAGE, Althood Rd., Maldenhead. A. Tel. Littlewick Green 3076; evenings and weekends. Littlewick Green 3076. [C3065]
1958 15/50 de luxe model, one owner, black; £785.—Dawson Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128]
1957 (first registered October, 1956). Wolseley 15/50, Clarendon grey, under 20,000 miles; one owner; as new.—Tel. Aldershot 581. [1241]
1959 Wolseley 15/60, moquette loose covers, twin fog lamps, one owner, 6,000 miles, indistinguishable from new; £915.—Tel. Epsom 9419. [1209]
1947 model Wolseley 8hp 4-door de luxe saloon, black, brown hide; £195.—Bray Motors, 189, End Lane, N.W.6. Hampstead 6490. [C1024]
1958 Wolseley 15/50, grey with grey trimming, heater; £795.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [C1192]
1956 (April) Wolseley 4/44, grey, exceptional, nice order; £595.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067]
1950 Wolseley 6/80 de luxe saloon, very good condition, heater; £255.—Barnes, 315, Finchley Rd., N.W.3. Tel. Reading 221. [C1142]
1956 Wolseley 4/44 saloon, dark green/grey leather upholstery, heater, near new tyres and condition; £625.
COX & Co., Buxton Rd., Hazel Grove, Cheshire. [C1162]
1957 Wolseley 6/90 sal., grey, radio, first reg. November 1957, recorded mileage 28,000; £750.
CG NORMAN (VICTORIA), Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [1119]
CAMDEN MOTORS for high-class used Wolseleys, see advert on page 33.—Camden Motors, Leighton Buzzard 2041. [C1035]
1959 (March) Wolseley 15/60 saloon, immaculate condition, low mileage; £865.—Clock Garage, High St., Reading. Tel. Theale 535. [1112]
1956 Wolseley 6/90 saloon, maroon, 42,270 miles, complete with radio, extremely well-kept car; £575.—E. J. Baker & Co., Ltd., Dorking 3822. [C1189]
BEARDS OF KINGSTON—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0862/R]
1959 (Feb.) Wolseley 15/50 saloon, Yukon grey, 4,400 miles only, as new; £875.—Ings Garages, Ltd., Maldenhead 2149. [C2119]
WOLSELEY 15/50, black, red trim, 8,000 miles, one owner, car as new; £850.—Whites (Cambridge), Ltd., London Rd., Camberley; Camberley 3443. [1267]
MAY 1957 Wolseley 6/90 automatic, black, brown leather, one owner, well maintained, in excellent condition; £850.—Wray Park Garages, Ltd., Reigate 2263.
15/50 1958, Swiss grey maroon upholstery, radio, 10,000 miles; £840; months' B.M.C. warranty.—Woodcock Motor Co., Ltd. (Wolseley Distributors), Epsom 1234. [C4143]
1957 (October) Wolseley 6/90 automatic saloon, one owner, colour black, well maintained, written guarantee; £745.—Claxton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]
LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Wolseley agents; quick deliveries, part exchange specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500 and 3350. [0408/R]
AZ MOTORS offer 1954 4/44 saloon, chocolate and cream; £475/1947 18 saloon, most dependable; £251/1952 450 saloon, white walls, gt. bargain; £325/1951 Palmerston Rd., N.W.1. Mai. 4723. [C1051]
1957 (July) Wolseley 1500 de luxe, heater, s.washer, seat covers, taxed, nominal mileage; £650.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]
495 kns.—Wolseley 4/44 1955, leather, heater, screen washers, one owner, very good condition, written guarantee; choice of 2; terms, exchanges.—Rowland Smith, below.
465 kns.—Wolseley 6/90 1955, black, brown leather, heater, screen washers, Ace Rimbellishers, very good condition, written guarantee; terms, exchanges.—Rowland Smith, below.
225 kns.—Wolseley 6/80 1949, leather, heater, screen washers, seat covers, good condition; choice of 3; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6031. [C4018]

WOLSELEY

1958 Wolseley 1500 saloon, grey with red grey interior, in extremely well-kept condition, low mileage; £685.—Heath & Wiltshire, South St., Farnham (Surrey) 6254. [C2054]
6/90 Series III 1957, fitted overdrive, radio, sold a one owner car in spotless condition, sold and serviced by ourselves; £735.—John Bryant & Sons, Ltd., 193, Aston Rd., Birmingham, 6. Tel. Aston Cross 4951. [1303]
WOLSELEY 6/80 '52, £425, deposit £157/3, 1st of 36 monthly instalments; many others on no-deposit terms.—Ehrenton Mallet Transport, Ltd., 58, Wilson St., Finsbury Sq., London, E.C.2. Tel. Mon. 7654. [C4157]
Wolseley Cars Wanted
WOLSELEY 15/50 saloon required, nearly new; cash payment.—81, Alresford Rd., Winchester. [W4067]
ROWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. [W4018/R]
Wolseley Spares and Service
RAMISAY MOTORS, Ltd., 242-248, High St., Barnet 3240.—Spares 1957 onwards, sales and repairs. [0707/R]
LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4435. [1027/R]
EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R]
HARD-SURFACED rockers, exchanges 6/- each; new bushes, shafts and many other spares from 1957 onwards; e.g. Jack Thompson's, 106, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [0501/R]
RHARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange units, spares and accessories.—Hunter 0942. [0317/R]
BEARDS OF KINGSTON, Wolseley distributors; factory reconditioned exchange engine rear axle and gear box units; comprehensive range of spares and accessories for all post-war Wolseley cars.—102, London Rd., Kingston. Tel. 3348. [0063/R]
MISCELLANEOUS CARS
ROBINS, 95, Upper Richmond Rd., Putney, always sell good cars, send for list; established 36 years. [C3010/R]
'54 Bond 199 family 4 £175/10; '58 Coronet 320 sports 2/3-str., £219/10; '57 Heinkel 175 cabriolet, £250/10; '58 Isotta 300, £218/10; '58 Isotta 300 Plus r.h. drive, £289/10; '57 A.C. Petite 350 2/3-str., £239/10; '56 Powerdrive 322 3-str., £219/10; '58 Heinkel 200 de luxe, htr., £309/10; '57 Isotta 300, htr., £269/10; '57 M'schmitt KR200 de luxe, £229/10; highest p. exchange allowance, from 10% deposit, up to 3 yrs to pay.—Claude Rye, Ltd., 895-921, Fulham Rd., Fulham, S.W.6. [9946]
Miscellaneous Cars Wanted
ROWLAND SMITH'S the car buyers; highest prices for all makes.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]
WANTED immediately for spot cash, a good vintage car and sports car.—135, High St., South, East Ham, E.6. Grangewood 2530. [W4032]
RAYMOND WAY has unlimited cash available for popular makes, top price for super condition, one-owner cars.—Maida Vale 6044; open 9-8, 6 days a week. [0018/R]
AMBULANCES
BEDFORD, Morris, Commer and Albion ambulances, large and small models; lists, photos.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Clarendon 2226. [M2022]
MOBILE SHOPS AND CANTEENS
KARRIER Bantam mobile shop; £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Clarendon 2226. [M2022]
TAXICABS
AUSTIN taxicabs (Peterson diesel engines), in first-class running order and condition.—Goode & Cooper, Ltd., 17a, Melbourne Sq., S.W.9. [6072]
FOR sale, Austin London taxicabs, 1949-57, 16hp petrol, diesel; from £150; fourth door fitted extra; also hire cars; h.p., low deposit.—Overstrand Motors, 62, Cottage Grove, London, S.W.9. Brixton 2330. [0181/R]
MOTOR HEARSES
HEARSES and Hides in stock, immediate delivery; call and inspect. Brochure available.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond Hill.
AHearse Body available for almost immediate delivery.—"R", 32, Lichfield Court, Richmond, Surrey. Tel. Richmond 0052. [1262]
MOTOR SCOOTERS
COMERFORDS for motor scooters, new and second-hand; 1,000 machines in stock.—Farnborough Rd., Thames Ditton. Emb. 5531. [0575/R]
CLAUDE RYE, Ltd., the scooter people; come to us first, we have got it made for immediate delivery. Buy now while stocks last; exchanges welcomed.—895, Fulham Rd., S.W.6. Renown 6174. [0210/R]
MOTOR TRANSPORT JOURNAL
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These sections will close for press first post Monday

COMMERCIAL VEHICLES

NEW COMMERCIAL VEHICLES

STANDARD Atlas van, immediate delivery, list.—Hounslow 3532. [N2047]
DAVIES CAR CENTRE, your agents for Standard Atlas van.—22-34, Horn Lane, Acton, W.3. Acton 6731. [N1120]
NEW Standard Atlas van in primer, sliding doors, immediate delivery; list price.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [N3102]
MORRIS Commercial 13-seater Minibus, for early delivery.—Herd's Garage & Eng., Ashford, Middx. Tel. 2064. [N2132]
NEW Standard Atlas van with Kemp conversion windows and seats; side and back doors; £589.—Walters Motors, 356-360, High St., Ponders End, Tel. Moward 1646. [N2132]

USED COMMERCIAL VEHICLES

ATTRACTION offer of 3 Morris J type vans, 51/52, all good, from £95.—Rays Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700. [N3059]
1957 Bedford 10/12 cwt van, one owner, original, unwritten, low mileage; £285.—R.H. Motors, Ltd., 599, Kings Rd., S.W.6. Renown 4492-6647. [C3125]
1956 Bedford 30cwt truck, colour red with black wings, one owner, taxed, no sign writing, good tyres, wooden drosside body, good condition, only 32,000 miles; £345.—Below.
1957 with bolster brackets and overhubs, colour royal blue, no sign writing, one owner, low mileage; £320.—Please phone Farnborough (Kent) 55551. [1325]

USED COMMERCIAL VEHICLES

1958 Ford 5cwt van, passenger seat, heater, etc., 8,000 miles; £355.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110]
1956 Morris 10cwt van, one owner, in good condition; £255.—Rey's Motors, Ltd., 73-5, Albany St., N.W.1. Euston 6994. [C4117]
Used Commercial Vehicles Wanted
ROY'S AUTOMOBILES, Ltd.—Always fair buyers; good hire vans, trucks and estate cars; phone, call or write.—127, Parkway, Regents Park, N.W.1. Euston 2700. 8894. [W3029]
MOTOR TRANSPORT JOURNAL
AND hundreds of other commercial vehicle bargains, news "Motor Transport", every Friday. 60. [0112/R]

NEW & USED CARAVANS, TRAILERS ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans, touring model specialists since 1922: complete under-cover showroom display: R.A.C. approved sites at Elstree and Birchington-on-Sea; visit us if you can but do not hesitate to write or phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea (Thanet 41657) (1958/R)

SURREY CARAVAN Co.—Every aspect of caravaning catered for: sales, new and used; hire, static or self-tow, large stock leading makes; display site.—Walbridge Rd., Teddington Popesgrove 7643. Open every day (1964/R)

BUY your Sprite caravan out of income: Sprite dealers offer h.p. facilities and a wonderful range for you to explore, from the Sprite Ariel 10ft to the Sprite Belvedere 20ft. Your Sprite distributor always has demonstration models; ask us for the address of your nearest Sprite distributor.—Alperton Products, Ltd., Newmarket, N.C.C. Approved Manufacturers. (1959/R)

MOTO-CARAVANS

1959 Bedford Martin Walter, one owner, extras, 7,000 miles, unmarked, £665, 6 months' guarantee.—Tarrant & Frazer 10, Winchester Mews, N.W.3. Pri. 6159 (1959/R)

MOTO-CARAVANS

1959 Bedford (Martin Walter) 2-berth, expanding roof 7,000, tubless, heater, indicators, one owner, unmarked, £665, guaranteed.—Tarrant & Frazer, 10 Winchester Mews, N.W.3. Pri. 2159. (1959/R)

CARAVANS FOR HIRE

SOUTHERN CARAVAN DISTRIBUTORS new 1959 hire fleet: fully equipped and insured Continent or U.K.; no extras, early booking for July August advised; send for brochure.

SOUTHERN CARAVAN DISTRIBUTORS (BUSHEY), Ltd., School Lane, Bushey Herts. Tel. Bushey Heath 1086 and 2868. (1961/R)

TAKE an Irish holiday in a new Eccles caravan, quiet roads, no traffic jams here, no site problems; fishing, golf, riding racing, pilgrimages, stay a few nights in Dublin at our depot, send for illustrated brochure, maps, pamphlets on Dublin, Kilmarnock, notes on Caravaning in Ireland, etc. Land-Rover or Commer station wagon for hire with caravan.—Shamrock Touring Caravan 11 Richmond Ave. Dublin (1964/R)

CARAVAN ACCESSORIES

TOW bars London stocks caravan hire fleet.

SELF-DRIVE CARAVANS Ltd., Branch Rd., Park-street Village St Albans. Parkstreet 5136. (1932S)

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St. Chester. 4 (1957/R)

CARAVAN ACCESSORIES

TOWING brackets, over 180 designs for every type of car from stock.—B. Dixon-Bate, Ltd., Chester 24034. (1976/R)

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for list.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (1965/R)

HOLDER GRAISELEY caravan chassis, avies, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (1941/R)

CAMPING EQUIPMENT

CONTINENTAL camping equipment and Racket tents for car campers; catalogue.—Write or phone Evans & Co (London) Ltd., 16, Coleman St. E.2. Mon. 5169. (1910/R)

CARAVAN JOURNALS

BEST advice in Modern Caravan, 1/- bookstalls; 1/6 post.—Modern Caravan, Heathcock Court, Strand, London, W.C.2. (1912/R)

FOR the caravanner who is hard to please there is only one satisfactory magazine—the Caravan, packed every month with news, views, hints and tips on every aspect of the modern caravan—over 1/- all newsgents or 9/6 6 months, 19/- a year, direct from Caravan Publications, Link House, Store St., London, W.C.1. (1958/R)

NEW CARS FOR SALE

A.C.

A.C. sole distributors London and Middlesex.—European Cars, Ltd., 129, Old Brompton Rd., S.W.7. Fre. 7711. (12137)

ALFA-ROMEO

THE London Showrooms
SOLE Distributors

S. MORRIS & COMPANY, Ltd., Conduit St., W.1. For prompt delivery all models. (1962/R)

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. (1956/R)

ALVIS

MANCHESTER—Alvis distributors; the new Alvis 3-litre saloon and coupe are now on show at—A. Freeman, 10, Grosvenor Garage, Burnage Lane, Manchester, 10, Rushmore 2874-5. (1958/R)

ALVIS distributors—G. E. Oscrort & Co., Ltd., 40, Dominion House, Castle Boulevard, Nottingham. Tel. Nottingham 45024; main distributors for Nottinghamshire; enquiries are invited for the new 3-litre saloon and drop head models; demonstrations available.

IMMEDIATE delivery Alvis 3-litre saloon, midnight blue, disc brakes, demonstrations arranged.—Saville Motor Sales, Ltd., Harvester House, Stratford-on-Avon, Tel. 4242 (15 line), distributors for South Warwickshire and North Oxfordshire. (1960/R)

EVON GARAGES, Ltd.—Alvis area dealers for S. Bucks and E. Berks offer demonstrations now on the Park-Ward Alvis, peony red saloon in stock now, steel grey saloon due later this month; part exchanges or distance no problem.—124, High St., Eton, Windsor 2782-3. (1951S)

AMERICAN CARS

SIMPSON OF WEMBLEY

DISTRIBUTORS for 1960 Ford Falcon, Ford Galaxie, Fairlane, Lincoln Edsel.

SOLE U.K. distributors for American and Canadian Mercury range.

DISTRIBUTORS for Imperial, Chrysler, De Soto, Dodge, Plymouth range.

DEMONSTRATIONS, literature on request.

EARLY and immediate delivery.

343—355 High Rd., Wembley 3903/8691/4422. (19401S)

T. SULLIVAN CAR SALES, offer:—

NEW Ford Fairlane for immediate delivery.

NEW Ford Galaxie, r.h.d., immediate delivery.

NEW Ford Falcon, r.h.d., immediate delivery.—Accorn 6911-2-5. (19411S)

JOE THOMPSON (MOTORS), Ltd., London distributors.

NEW American saloons and station wagons, choice of colours and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. (19402S)

ARMSTRONG SIDDELEY

PASS & JOYCE Ltd.

CONSULT England's largest distributor for the new Star Sapphire.

LITERATURE on application and demonstrators available, anywhere at anytime.—184-188, Gt. Portland St., London, W.1. Tel. Museum 1001. (1976/R)

CLARKE'S OF FIRBRIGHT, Ltd.

ARMSTRONG SIDDELEY area dealer for Guildford, Woking and Haslemere districts: 24-hour service.—Firbright, Surrey. Brookwood 2201. (191049)

THE CHEAM MOTOR & ENGINEERING Co., Ewell Rd., Cheam, Surrey, for your new Star Sapphire; early delivery.—Tel. Vigilant 0125-6-7. (191127)

F. FAIRMAN & SONS, Ltd., area dealers for South-East Surrey; demonstration car always available.—Victoria Rd., Horley, Surrey. Tel. Horley 17.

ARMSTRONG MOTOR Co., Ltd., Armstrong agents, 22 Albemarle St., London, W.1, offer immediate delivery of the new Sapphire Star.—Tel. Hyde Park 9232. (19170/R)

LYTTLETON GARAGE, Ltd., Hampstead Garden Suburb official Armstrong Siddeley agents, quick deliveries, part exchange specialised service.—1, Watton Rd. (A1) Epswell 3500/3350. (19086/R)

ASTON MARTIN

ASTON MARTIN distributors for Gloucestershire and Somerset.—E. T. Lundsgaard, 10, 106-110, Southgate St., Gloucester Teils 21001/2. 22850. (19205/R)

ASTON MARTIN DB3 coupe finished desert white with red trim and hood, new and unregistered, list price £3,259.9.2; this is positively the last one unsold in the country, none available; part exchanges; confidential credit arrangements.

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AUSTIN

LEX DOVE, Ltd., distributors, Croydon and district. "It's the Service that Counts."—115 Addiscombe Rd., Croydon, Tel. Addiscombe 3066. (191076/R)

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ASTON retail, stockists, invite your enquiries, models on view, competitive delivery; part exchanges.

SEVEN Sisters Rd. Tottenham, N.15 Tel. Stamford Hill 8000. (19179/R)

ROWLAND SMITH'S for Austin.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (194018)

LEX SELFIDGE GARAGE, Ltd., Orchard St., London, W.1. Hyde Park 5181.

HOME and Export Sales. (19382)

MAYFAIR and West End agents.—Austin for immediate delivery.

RIPCO, Ltd., Providence Court, North Audley Sq., W.1. Hyde Park 2852-3. (19352)

KIRKWAY, Ltd., main dealers, all models.—Wallingford, Surrey, Tel. 2000. (19132)

DAVIES CAR CENTRE, your agents for Austin—22-34, Horn Lane, Acton, W.3. Acton 6751

AUSTIN A55, early delivery.—Rogers Garage, 25, High Rd., Chiswick 6780. (193054)

DORKING MOTOR Co. (1956), Ltd.—For all the latest Austin models.—Dorking 2256. (191088)

LANKASTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston, Kingston 3151-6.

FAVOURABLE delivery of most models, demonstration cars available exchanges and deferred terms. (19516/R)

CHALKWELL MOTOR Co., Ltd., for Austin.—West-cliff-on-Sea. Tel. Leigh-on-Sea 78247. (19343/R)

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26 Forest Hill 9351-2. (192115/R)

ALL models, private and commercial.—Prvnn & Stevens, Ltd. 57, Acre Lane, S.W.2. Brixton 1155. (19289/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., for your new Austin car or commercial vehicle; part exchanges.—74-78, Broadway, Bexleyheath 6363. (19676/R)

ONE new Austin Omnicoupe, immediate delivery.—E. L. Mendel Ltd., 279, Finchley Rd., N.W.3. Tel. Speedwell 9891. (19101)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (192005)

R. C. WIMBUSH, Ltd., Austin stockists, early delivery all models, part exchanges welcomed.—312, Earle Court Rd., S.W.5. Premantle 8401-2-3. (194056)

YOU may get it sooner from Edgar Harrison, Ltd., 33, North Row, Park Lane, W.1. All new models, first-class service.—Mayfair 0402. (192116)

VERY early deliveries for Austin A55, A40 for early delivery.—Richard France, Ltd. 252-254, High Rd., Tottenham, N.15. Tottenham 0553. (192118)

A55 Mark 2 de luxe saloon, heater, duo tone, list.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. (194065)

SW3—Allery & Bernard, Ltd., the Austin dealers of Chelsea, for your new Austin.—372, Kings Rd., Chelsea Flaxman 5538. (191185)

AUSTIN

CHAIN OF MIDDLESEX, exclusive B.M.C. dealers, regular stockholders; please enquire for delivery A55, Sprite, etc.—Per. 4404. (191043)

ELEANOR MOTORS (STADIUM), Ltd.—All models early delivery, h.p. part exchange, 98-106, Lea Bridge Rd., Clapton, E.5. Amersat 8606. (19453/R)

EVANS & O'MALLEY, Austin dealers.—Immediate delivery most models.—Evans & O'Malley Ltd., Lowndes St., Knightsbridge, S.W.1. Sloane 1353/1709. 3592/7188. (19202)

MEBES OF MILL HILL for early delivery and after-sales service; all models.—The Broadway, N.W.7. Mill 2040/6842; and M. Kinnerton St., S.W.1. Bel. 3468. (19202)

PARADE MOTORS (MITCHAM), Ltd., Austin specialists; early delivery all models.—Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3592/7188. (19202)

ROSE & YOUNG, Ltd., offer immediate delivery Austin A55, pick-up truck and Austin Omnicoupe.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulsa Hill 6464. (193057)

AUSTIN-HEALEY

CONNAUGHT ENGINEERING

IMMEDIATE delivery.

AUSTIN-HEALEY, 3,000, pacific green, extras.

CONNAUGHT ENGINEERING, Portsmouth Rd. (A3), Send, Surrey. Ripley 3123-3. (191132)

IMMEDIATE delivery of one Austin-Healey Sprite, in cherry red, complete with front bumper and overriders and rev. counter.—J. J. Armstrong, Ltd., Lancaster St., Carlisle. Tel. 21314-5. (19527)

BENTLEY

WESSEX MOTORS, Salisbury

OFFICIALLY appointed Rolls-Royce and Bentley retailers invite enquiries for all models.—194087

ORRONS OF OXFORD, officially appointed retailers and service specialists.—Banbury Rd., Oxford. Tel. 59613-4. (19105)

B.M.W.

SOLE concessionaires for B.M.W. car and motor cycles.—Please write for information, literature, etc., to Frazer Nash Cars, Isleworth, Middlesex. Isleworth 1011. (192015)

BERKELEY

PINNER VIEW MOTORS, Middlesex, distributors for Berkeley cars.—142, Pinner Rd., Harrow 0735/3510. (19386/R)

DISTRIBUTORS SURREY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames. Kingston 6340. 592cc model for early delivery. (19163/R)

BOND MINICAR

CLAUDE RYE, Ltd. for your new Bond Minicar; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (191818/R)

BOURNEMOUTH—Kenbourne Motors, Ltd., your local Bond distributors.—332, Charrington Rd., Winton 1802. (19022/R)

BORGWARD

COUNTY GARAGE

SOLE Hansa distributor for Lancashire and Cheshire. Demonstrator available.—County Garage (Manchester) Ltd., Sackville St., Manchester. 1 Central 8011. (19101)

BURNS STUART GARAGE, Ayr.—Sole distributor for Scotland. Tel. Ayr. 6338. (19480/R)

MOST of Surrey, part of Hants. Immediate delivery of some models.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (19122/R)

EAST Sussex sole distributors.—Dyke Motors, Ltd., 111 Dyke Rd. Brighton 28947. (19122/R)

CHRIS STEELE CARS, Ltd., Borgward distributors North Kent.—Mason's Hill, Bromley. Avenbury 8647. (19375/R)

DERBYSHIRE distributors.—W. Machent & Son, Ltd., Lockford Lane Garage, Chesterfield, Tel. 4615. (19635/R)

SOLE London distributors.—Rodney Howard & Co., Ltd. 16, Albemarle St., W.1. Tel. Hyde Park 7166. (19404)

YORKSHIRE—Borgward distributors, demonstration cars available, service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. (19030/R)

NEW CARS FOR SALE

BORGWARD

EAST SURREY and West Sussex sole distributors; demonstrations, early deliveries; full spare parts service.—F. Fairman & Sons, Ltd., Horley, Surrey, Tel. 17. [0519/R]

REG TIMMS, Beds and Bucks distributors, offer delivery of all models including TS Combi, etc.; demonstrations anywhere, any time.—16, North St., Leighton Buzzard, Beds. Tel. L.B. 2496 2651. [N1410]

GARLAND'S OF WARRINGTON for the sensational Borgward; we have available for your inspection a TS saloon in coral red and a TS de luxe in jade green; distributors for parts of Lancashire and Cheshire. Tel. Warrington 33515. [0087/R]

BRISTOL

ANTHONY CROOK MOTORS, largest distributors in the world and leading specialists since the car's origin, are the obvious choice for the new 406.—High St., Esher. Tel. 4580; and Hershaw, Walton 687. 20 minutes Waterloo. [N1065]

R. P. FUGGLE, Ltd. (established 1906), Bristol distributors, invite present and potential Bristol owners to use our facilities for a trial of the new 406.—Bushey Heath, Herts. Tel. 1685. [N2017]

CHEVROLET

1960 Chevrolet Impala 4-door hard top and America's sensational small car, the Corvair, available for inspection.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0282/R]

CHRYSLER

SIMPSON'S OF WEMBLEY. LONDON distributors for Imperial New Yorker, Saratoga, Windsor saloon, convertibles, shooting brakes; early delivery; literature, demonstrations upon request. 343—355, High Rd., Wembley 3903-3691-4422. [N4015]

JOE THOMPSON (MOTORS), Ltd., London distributors. NEW Chrysler saloons and station wagons, choice of colours and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [N4028]

A. MITCHELL (MOTORS), Ltd., distributors for L. Dodge and Chrysler products, offer:—

R.H.D. Plymouth and Dodge saloons in various colours.—For demonstrations 'phone Bal. 2234, 1, Balham High Rd., S.W.12. [0558/R]

CITROEN

CROYDON AUTORAMA. LIMITED.—Authorised dealers; factory trained mechanics, full service facilities; drive our demonstrator yourself and experience this new type of motoring; ID19 available ex-stock.—344-352, London Rd., Croydon, Tho. 0426. [0791/R]

LEX, The Ace. CITROEN distributors North-West Middlesex, County of Hertfordshire and Bedfordshire; ID and DS19 demonstrators available. LEX, The Ace, North Circular Rd., London, N.W.10. Elgar 5585-8; weekdays 9 a.m. to 7 p.m., or by appointment. [N1334]

CONNAUGHT ENGINEERING. CITROEN distributors in Surrey and Hampshire. DS, black with red upholstery. ID, off white with red trim. ID, alloy blue. DS19, black with ivory roof; list price. CONNAUGHT ENGINEERING, Portsmouth Rd. (A3), Send, Surrey. Ripley 3122-3. [N1132]

J. DAVY, Ltd., Citroen agents. EARLY delivery ID and DS models; demonstration car available. 180—184, Kensington High St., W.8 (Wes. 7181); 68, North Row, Marble Arch, W.1 (Hyde Park 2313). [N1069]

CNK MOTORS of Hampstead. CITROEN agents. IMMEDIATE delivery coral/grey ID19. DEMONSTRATOR available. CNK MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [N1052]

C. G. NORMAN (WESTMINSTER), Ltd. CITROEN sole distributors for London, Essex, Kent and Cambridgeshire, early delivery.—31, Vauxhall Bridge Rd., S.W.1. Vic. 221. [0279/R]

MOTORS & PLANT (PETERBOROUGH), Ltd., area dealers for Citroen. CITROEN ID19, black, red upholstery, available immediate delivery.—Newark Rd., Peterborough. Tel. 5558. [9947]

WORTHING MOTORS, Ltd., Sussex distributors; early delivery.—Broadwater Rd., Worthing, Tel. 71. [0212/R]

JOHN S. TRUSCOTT, Ltd., for Citroen ID19 and DS19 in stock for immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

VERY early delivery 1960 ID19s; demonstrations; terms; exchanges.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165. [N5045]

BROMLEY HILL GARAGE, Ltd., Citroen Area dealers North Kent, ID and DS demonstration cars available.—Bromley Hill, Bromley, Kent. Rav. 1194. [0182/R]

DAIMLER

IMMEDIATE delivery Majestic, green with beige upholstery, bucket seats.—Dorking Motor Co. (1958), Ltd., Dorking 2256. [N1088]

D.K.W.

SOLE CONCESSIONAIRES. MERCEDES-BENZ (GREAT BRITAIN), Ltd., Great West Rd., Brentford, Middx. Isleworth 2151. [0192/R]

DERBYSHIRE main agents.—W. Machent & Son, Ltd., Lockford Lane Garage, Chesterfield, Tel. 4615. [0637/R]

SPECIAL distributors to the trade for the London area and retail sales throughout Great Britain.—Frazier Nash Cars, Isleworth, Middx. Isleworth 1011. [N2015]

ROSE & YOUNG (ENG.), Ltd., the D.K.W. distributors, welcome enquiries for the 1960 range of models; demonstrations gladly given; part exchanges welcomed.—46-50, Streatham Hill, London, S.W.2. Tel. Tulse Hill 6464, 8182, 0166. [N3057]

DODGE

JOE THOMPSON (MOTORS), Ltd., London distributors. NEW Dodge saloons and station wagons, choice of colours and specifications.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [N4028]

SIMPSON'S OF WEMBLEY, 343-355, High Rd., Wembley 3903-3691-4422. L. early delivery Dodge Dart and Dodge Polara. American, British and Continental cars taken in part exchange. [N4015]

ESTATE CARS

ROLFE'S OF ROMSEY for the largest selection of new estate cars in the south. HILLMANS, Humbers, Standards and Fords, from 4-seaters to 12-seaters (P.T. free). IMMACULATE used estate cars urgently required. [N4015]

B. A. ROLFE & SONS, Ltd., Tel. Romsey 3187. [N4139]

FACEL VEGA

HWM.—Sole concessionaires, demonstrations. HW MOTORS, Ltd., Walton-on-Thames 20404. [0112/R]

FIAT

J. DAVY, Ltd. DISTRIBUTORS for West and South-West London. 500 convertible. 600 saloon, convertible and Multipla. 1100 saloon. IMMEDIATE delivery, choice of colours. DEMONSTRATION on all models. 180—184, Kensington High St., W.8 (Wes. 7181); 68, North Row, Marble Arch, W.1 (Hyde Park 2313). [N1069]

JOHN TWIGGS (MOTORS), Ltd. FIAT 600 saloons and convertibles in stock for immediate delivery; also 600 Multipla 4.5-seater.—92, Queens Rd., Peckham, S.E.15. New X 1136. [N4160]

FIAT—Fiat (England), Ltd., Water Rd., Wembley, Tel. Perivale 5651. SOLE concessionaires in Great Britain and Northern Ireland for Fiat. SPARES and service. Distributors and dealers throughout the country. [017/R]

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0985/R]

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. Immediate delivery of Fiat Cars. [N3040/R]

MAYFAIR GARAGES, Ltd., Fiat stockists and specialists in all models, exchanges, lowest H.P.—Bishops Bridge Rd., W.2. Amb. 1061. [N3000]

FOR Fiat sales, spares, repairs and service in the West Country, try L. R. Guppy & Son, Babyton Hill Garage, Yeovil. Tel. 2276-7. [0925]

ELM AUTOSALES, Ltd., for early delivery of all Fiat—29-30, Abbotts Rd., Morden, Surrey, Mitcham 7122. [N2067]

HORNBY PARK MOTORS. Blackpool 26638.—Distributors for N.W. Lancs. Cumbs and Westmorland. All models supplied. [N2083]

PREMIER MOTORS, Fiat distributors, all new models, terms, exchanges, sales, spares, service.—295, Lewisham High St., S.E.13. Lee Green 1051. [N3083/R]

1100 de luxe, immediate delivery, very early delivery other models; demonstrations; terms, exchanges.—Richards & Carr, Ltd., 132, Sloane St., S.W.1. Sloane 6165. [N3045]

DENHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks, Tel. Denham 5111. [0551/R]

FORD

WELBECK MOTORS, Ltd. FAMOUS for Ford. EARLIEST possible delivery; instant valuation of your part exchange, and excellent service—after-sales facilities make it very pleasant to deal with. Welbeck Motors; even today we can sometimes give immediate delivery of certain models and actually have in stock at the moment:—

ZODIAC saloon in yellow and white with normal gear box. ZEPHYR convertible in Guildford blue, with over-drive; another in yellow. CONSUL estate car, one only in green and white. [N4049]

WELBECK MOTORS, Ltd., The Welbeck Buildings, 109, Crawford St., London, W.1. Welbeck 1139. [N4049]

MAYFAIR and West End agents.—Ford for immediate delivery. RIPCOT, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-5. [N3052]

FORD

NOEL BELL, Ltd. FORD Zodiac, automatic, finished Ambassador blue, heater, leather upholstery; list price. FORD Escort, finished Ambassador blue, immediate delivery; list price.—Putney 7851. [N1153]

ROWLAND SMITH'S for Ford. PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

GREENHILL MOTOR Co., offer:— NEW Ford Consul convertible, in sunburst yellow with elephant grey hood, immediate delivery.—Marsh Rd., Finner, Middlesex. Pinner 9888. [N2125]

PETER BANTOCK CAR SALES offer:— NEW Ford Zephyr, Pompadour blue, automatic gear box, immediate delivery.—104, High Rd., Chiswick 2725, 5670. [N1014]

DAGENHAM MOTORS, Ltd., Ford main dealers. PARK LANE, W.1. Hyde Park 4866; 8, Balderton St., W.1. Hyd. 4070, 374, Ealing Rd., Alpert. Middlesex 2535; and 6-8 and 12 Sangley Rd., Catford, S.E.6. Hither Green 6161; 300, Norwood Rd., S.E.27. Gipsy Hill 7671; 114, Queensway, Bayswater, W.2. Park 1511; Tramel House, Wellington St., S.E.18. Woolwich 7771; Crossways Service Station, 729, Sidcup Rd., Eltham, S.E.9. Tel. Eltham 0131. [N1068/R]

FOR demonstration of new Prefect tel. Dispatch Motors. Waterloo 4959. [N1164]

BASIL ROY, Ltd.—Early delivery all models.—161, Gt. Portland St., Langham 7733. [0163/R]

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R]

NEW Ford Escort, blue, immediate delivery.—Cedars Garage, Ltd., S.E.13. Lee. 2920. [19095]

H. SPRING & Co., Friern Barnet Garage, Colindale Hatch Lane, N.11. Enterprise 7667. [N3862]

FOREST HILL and Sydenham, Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Forest Hill 9351-2. [N2151/R]

NOW you can choose for early or immediate delivery from the whole Ford new range, full market value for your present car. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [N2008]

KDM & CHERRINGTON, Ltd., for new Fords; exchanges & h.p.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

COULSDON.—H. Harmer (Coulson), Ltd., retail dealers.—272, Chipstead Valley Rd., Coulsdon, 2255. [0690/R]

EARLY delivery most models.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. Tel. New Cross 0688. [N1113]

NEW Ford Zephyr, automatic, pompadour blue, immediate delivery. £1,043/16.—M.E.T. Garages, 409, Kilburn High Rd., Tel. Maida Vale 4801. [N3151]

SW3.—Allery & Bernard, Ltd., the Ford Dealers Chelsea, for your new Ford.—372, Kings Rd., Chelsea. Flaxman 5336. [N4056]

R. C. WIMBUSH, Ltd., Ford stockists, early delivery all models, part exchanges welcomed.—312, Earls Court Rd., S.W.5. Fremantle 8401-2-3. [N4056]

FORDS, all models.—Enquiries to Motocrits (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301. [N3018]

EVANS & O'MALLEY, Ford dealers.—Immediate delivery most models.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355/1709. [N3040/R]

IMMEDIATE delivery new Zephyr saloon, Ambassador blue, heater, list price.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [1068]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0098/R]

CONSUL convertible in Guildford blue is available for your inspection in our showrooms.—Clarke & Simpson Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1048]

ROSE & YOUNG, Ltd., offer, owing to cancelled order, Ford Zodiac convertible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [N3057]

DLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. Main Ford dealer; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export. Dept., Brix. 631-2-3-4-5-8 (see also Allard). [0084/R]

AMERICAN AND CANADIAN FORD SIMPSON'S OF WEMBLEY. LONDON distributors for 1960 Galaxie, Fairlane, Falcon (compact car), Taunus right-hand drive Ford convertible. DEMONSTRATIONS, literature on request. AMERICAN, British continental cars taken in part exchange.—Wem. 3903/8691/4422. 343-355, High Rd., Wembley. [N4015]

FRAZER NASH

REQUESTS for literature to the manufacturers.—Frazier Nash Cars, Isleworth, Middlesex. Isleworth 1011. [N2015]

FRISKY

WIGGS & SON, Ltd., for sales and service.—179a, Peckham Park Rd., S.E.15. New Cross 1241. [N4160]

GOGGOMOBIL

GOGGOMOBIL, Ltd. CONCESSIONAIRES for U.K. 93—95, Old Brompton Rd., London, S.W.7. Knightsbridge 7705. [0431/R]

JOHN TWIGGS (MOTORS), Ltd. GOGGOMOBIL saloons T300 and T300 vans in stock for immediate delivery.—92, Queens Rd., Peckham, S.E.15. New X 1136. [N4160]

NEW CARS FOR SALE

GOGGOMOBIL

CLAUDE RYE, Ltd., for your brand new 1959 Goggomobil: immediate delivery; terms, exchanges.—895-921, Fulham Rd., S.W.6. Renown 6174 [0410/R]

HEINKEL

NW10—Your Heinkel agent: exchanges, cars, motor cycles.—Slocumbes, Ltd., Willesden 4869/3934. [N4017]

CLAUDE RYE, Ltd., for your new Heinkel: immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0820/R]

HILLMAN

NEWTON.

1% deposit, 60 months to pay, 5% interest; savings plan (earning 5% interest) for forward delivery of Motor Show models; write or telephone for full details; buy from Britain's foremost Rootes group dealers; export enquiries welcomed.

NEWTONS OF WEMBLEY, Ltd., Newtons Corner, Wembley (opp. Town Hall). Arnold 5252 (5 lines). [0796/R]

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0032. [0411/R]

W11.—Hillman dealers.—G. E. Widdon & Co., W.11, Park 4949. [N4155]

HUSKY, foam white with red, immediate delivery.—Weston Green Service Station, Emberbrook 1727. [C0486]

SW18.—For Hillmans and unsuperable service by Walter Sheehy, 89, East Hill, Wandsworth, S.W.18. Vandey 2268. [0824/R]

SW7.—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd., Fre. 3535. [N1083]

HILLMAN Minx, early delivery.—The Contax Motor Works, Ltd., 164a, Southwark Bridge, S.E.1. Waterloo 6162-3. [N1174]

SE26.—Maythorpe Motor Co., the Hillman specialists, 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. [N3135]

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [N1083]

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Hillman range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. [0405/R]

AUTOMENDERS, Ltd., "Nationally Known" Hillman dealers, give best delivery and service anywhere, 410, Up. Richmond Rd., W. (South Circular Rd.), East Sheen, London, S.W.14. Riv. 8291. Pro. 6803. [0297/R]

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NEWTONS OF WEMBLEY, Ltd., Newtons Corner, Wembley (opp. Town Hall). Arnold 5252 (5 lines). [0792/R]

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METROPOLIS GARAGES Ltd., offer:—

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METROPOLIS GARAGES, Ltd., 227, Hammersmith Rd., W.6. Riverside 9071. [0897/R]

YEADING MOTORS, Ltd., offer:—

NEW 1960 Humber Hawk, automatic, Burgundy/ash grey; immediate delivery; list price.—Yeading Lane, Northolt. Viking 6655. [19963]

METROPOLITAN MOTORS, Ltd., offer:—

NEW Humber Super Snipe, immediate delivery, black with red trim.—Horn Lane, Acton, W.3. Acorn 5064. [N1083]

HENDON CENTRAL GARAGE, Ltd., offer for immediate delivery:—

NEW Humber Super Snipe, 1960 model, Windsor blue and black, list.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034]

FRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd., offer:—

NEW Humber Hawk estate, immediate delivery from stock at list.—Maidstone 67243. [N2147]

W11.—Humber dealers.—G. E. Widdon & Co., W.11, Park 4949. [N4155]

LEX SELFRIEDGE GARAGE, Ltd., Orchard St., London, W.1. Hyde Park 5181. [N1083]

HOME and Export Sales. [0382]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0032. [0412/R]

MICHAEL CHRISTIE MOTORS, noted for service and prompt delivery anywhere.—Aylesbury (Tel. 4727). [N1094]

SUPER Snipe with overdrive, dawn mist/sea grey, immediate delivery.—Weston Green Service Station, Emberbrook 1727. [N4086]

NEW Humber 1960 Super Snipe, grey/blue, overdrive, immediate delivery; list price.—Yeading Lane, Northolt. Viking 6655. [19959]

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GGG Godfreys, Ltd.—immediate delivery Isetta. 7 London depots.—Cro. 3641, see 'phone directory. [0465/R]

AFN, Ltd., offer immediate delivery of B.M.W. 600 and British Isetta 300 Plus and standard 3-wheeler; demonstrator available.—Falcon Works, London Rd., Isleworth. Isl. 1011. [N2015]

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MANCHESTER.—1-5, Peter St. (Blackfriars 7845.)

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METROPOLIS GARAGES, Ltd., FOR demonstrations of the 2.4, 3.4 and Mark IX Jaguars.—45, Earls Court Rd., Kensington W.8. Wes. 4544. [0107]

ROWLAND SMITH'S for Jaguar.

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DAVIES CAR CENTRE, your agents for Jaguar.—22-34, Horn Lane, Acton, W.3. Acorn 6731.

KJ MOTORS.—Jaguar area dealers; export/home delivery.—Bromley, Kent. Ravensbourne 3456. [0286/R]

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RICO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2932-5. [N3052]

MG Magnette, early delivery.—Rogers Garage, 22, High Rd., Chiswick 6790. [C3054]

EARLY delivery all models.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [0580/R]

DAVIES CAR CENTRE, your agents for M.G.—22-34, Horn Lane, Acton, W.3. Acorn 6731. [N1120]

WILCOX (SLOUGH), Ltd., dealers for M.G. cars, part exchanges and h.p. terms.—Morris House, Chandos St., Slough, Bucks. Tel. Slough 24181. [0307]

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NASH.

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PEERLESS

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DISTRIBUTORS for Norfolk, Suffolk and Essex.—W. J. Coe, Ltd., 15, Cowes St., Ipswich, Suffolk. Tel. Ipswich 52167. [0763/R]

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YEADING MOTORS, Ltd.

RENAULT sales, service, spares.

29, Yeading Lane, Northolt. Viking 6655-6. [0692/R]

JOHN TWIGGS (MOTORS), Ltd.

RENAULT Dauphine, choice of colours; list prices.—92, Queens Rd., Peckham, S.E.15. New Cross 1136. [N4160]

YEADING MOTORS, Ltd., offer:—

NEW 1960 Dauphine, immediate delivery; list price.—Yeading Lane, Northolt. Viking 6655. [9960]

WALTON-ON-THAMES MOTOR CO., Ltd., main agents.—Bridge St., Walton-on-Thames 200. [0136/R]

PINKER VIEW MOTORS—Sales, Service, demonstrations.—142, Pinner Rd., Harrow 0735/3510. [0034/R]

RENAULT

RILEY

ROLLS-ROYCE**ROYER**

EARLY delivery 1960 models.—Elliotts of Bideford
Tel. 744 Devon Rover Distributors. [T9029]

LEXWELLEY

LAND-ROVER

EARLY delivery.—Elliotts of Bideford. Tel. 744.
Devon Land-Rover distributors. [T9029]

L. H. SPRING & Co., Friern Barnet Garage, Colney
Hatch Lane, N.11. Enterprise 7667. (4149)

NEW CARS FOR SALE

STANDARD

KJ MOTORS—Standard area dealers; export home delivery.—Bromley, Kent. Ravensbourne 3456 (0484/R)

NEW Vanguard Vignale, coffee/white, immediate delivery. List price.—West End Rd., Ruislip. Tel. Ruislip 4340. (1962)

DAVIES CAR CENTRE offer a new Standard Ensign for immediate delivery.—22-34, Horn Lane, Acton, W.3. Acorn 6731. (N1120)

STANDARDS, all models.—Enquiries to Motourists (London), Ltd. Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. (0026/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., area dealers, North Kent, 25 years; sales, part exchange, service specialists.—74-78, Broadway, Bexleyheath 6363. (0935/R)

LANKESTER ENJ Co. Ltd., 80, Victoria Rd., Surbiton. Elm. 1184. Standard distributors in Surrey since 1911. can give excellent deliveries of all models, demonstration cars available; exchanges and deferred terms. (0129/R)

STANDARD Vanguard estate car in grey, red upholstery, see and try this de luxe all-purpose vehicle; £1,095.—Hillwood Motors, Standard Dealers, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. (N2108)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385-7, Euston Rd., N.W.1. Euston 4444. Spares for all models. Hawley Crescent, Camden Town, N.W.1. Gulliver 4141. (0090/R)

SUNBEAM

NEWTON
1% deposit 60 months to pay, 5% interest.

NEWTONS OF WEMBLEY, Ltd., Newtons Corner, Wembley (opp. Town Hall). Arnold 5254 (5 lines). (0771/R)

W11—Sunbeam dealers.—G. E. Widdon & Co., W.11. Par. 4949. (N4153)

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. (0413/R)

SW7—New models always in our showrooms; for favourable delivery see Brew Brothers, Ltd., 133, Old Brompton Rd. Fre. 3333. (N1083)

MICHAEL CHRISTIE MOTORS, notes for service, tuning and prompt delivery anywhere. Ayresbury (Tel. 4277). (N1094)

SUNBEAM—Smith Auto Co., Ltd., area dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. Croydon 2115 (3 lines). (0689/R)

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Sunbeam range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. (0406/R)

AUTOMENDERS, Ltd., Nationally Known Sunbeam dealers. Five best delivery and service anywhere.—410, Up. Richmond Rd., W. (South Circular Rd.), East Sheen, London, S.W.14. Riv. 8291. Pro. 6903. (0295/R)

TRIUMPH

HALLS.
THE new Triumph Herald is now on view, demonstrations.

HALLS (FINCHLEY), Ltd., 886, High Ed., Finchley (Tally Ho), N.12. Hillside 1044. (0994/R)

SIDNEY MARCUS, Ltd.,
MAY we quote you for early delivery of all Triumph models? 33, Sloane St., S.W.1. Tel. Belgravia 3721. (N3006)

ROWLAND SMITH'S for TR3.

PART exchanges; self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

METROPOLIS GARAGE, Ltd.,
FOR your new Triumph Herald—45, Earls Court Rd., Kensington, W.8. Wes. 4544. (0214)

BERKELEY SQUARE GARAGE, Ltd.,
EXCLUSIVE Triumph retail dealers offer immediate delivery TR3 models; demonstrations and part exchanges arranged. Berkeley Sq., London, W.1. Gro. 4343. (0840/R)

BYE-PASS MOTORS, Ltd. (formerly Fox & Nicholl, Ltd.),
EXCLUSIVE Triumph retail dealers offer immediate delivery; demonstrations and part exchanges arranged.—Kingston By-pass, Tolworth, Surbiton, Surrey. Denton 1122. (0890/R)

L. H. SPRING & Co., Friern Barnet Garage, Colney Hatch Lane, N.11. Enterprise 7667. (9363)

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Forest Hill 9351-2. (N2115/R)

DAVIES CAR CENTRE, your agents for Triumph.—22-34, Horn Lane, Acton, W.3. Acorn 6731. (N1120)

TRIUMPH Herald—Motourists (London), Ltd., 61, North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

PARK MOTORS (KINGSTON), Ltd., the Standard/Triumph agents, invite you to inspect their new cars:—

HERALDS and TR3s on show, early or immediate delivery on any model.—187-193, London Rd., Kingston-on-Thames. Open 8.30 a.m. to 8.30 p.m. Tel. Kingston 7610 and 1544. (N3124)

CARR'S AUTO SALES, Ltd.—Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in the areas of Surrey and Kent. (0493/R)

CROWN MOTOR WORKS, Ltd., Lockergie, offer the complete new Triumph range; first-class attention and delivery irrespective of distance.—High St., Lockergie Scotland. Tel. 55. (9231)

TRIUMPH

TRIUMPH distributors in Surrey. TR3A, Silverstone grey, red upholstery, black hood, immediate delivery, demonstrations, part exchanges, deferred terms arranged.—Lanckester Engineering Co., 80 Victoria Rd., Surbiton. Tel. Elmbridge 1184. (0069/R)

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showroom:—6, Berkeley Sq., W.1. Grosvenor 4328. (0025/R)

PARTS and Service. Western Ave., W.3. Acorn 4641. (0025/R)

POPE'S OF FINCHLEY, Ballard's Lane, London, N.3. Your main dealers.—Gin. 0113-7. (0902/R)

PAGE MOTORS, Ltd., Vauxhall area dealer for Epsom and Ewell.—Epsom 8991-2-3. (N3117)

VELOX Banff blue, immediate delivery.—Bridge Motors, Church St., Rickmansworth 2362. (1071)

LAYHAMS OF CATERHAM, leading Vauxhall dealers for East Surrey, offer a Victor and Victor Super from stock.—Caterham 2394. (0281/R)

KJ MOTORS—Vauxhall main distributors; export/home delivery.—Bromley, Kent. Ravensbourne 3456. (0484/R)

FROST'S CARS, Ltd., Shoreham-by-Sea, Sussex, area agents all models Vauxhall; demonstrations with pleasure; exchanges welcome. (0489/R)

IMMEDIATE delivery new Vauxhall Victor estate car, grey.—Arnott's Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (1069)

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agents; quick deliveries; part exchanges; yearly contract; specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500/3550. (0023/R)

SURREY—Heath & Wilshire, Ltd., area dealers, offer for immediate delivery a Vauxhall Cresta Priory estate, colour grey and blue; £1,309, ex-works.—South St., Farnham (Surrey) 6234. (N2157)

HAMILTON MOTORS (LONDON), Ltd., Vauxhall main dealers, early delivery all models, part exchanges welcomed, export home delivery arranged.—466-490, Edgware Rd., London, W.2. Amb. 7211-5. Pad. 0022-8. (N2032)

VAUXHALL Victor, Velox and Cresta models, usual full range available for inspection and demonstration; we invite your enquiries; any part exchange considered, terms and insurance available.—Hillwood Motors, Vauxhall dealers, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m. (N2108)

CROYDON AUTOMOBILE Co. Ltd. South London's largest main dealers, offer prompt delivery 1960 Vauxhall range, Victor Standard, Victor Super, Victor de luxe, Victor Estate car, Velox Cresta; all models on show; hire purchase to your requirements; contract hire (a new utility from £3/5 per week); self-drive hire, part exchanges.—London Rd., Croydon. Tho. 3696 (10 lines). (0721/R)

VOLKSWAGEN

VW MOTORS, Ltd., 32-34, St. John's Wood Rd., London, N.W.8. Cun. 8000. West End Showrooms, 33-39, Stratton St., London, W.1. Gro. 4666. Sole Concessionaires Great Britain and Northern Ireland. (0648/R)

C
THE Volkswagen centre for all enquiries; hire purchase arranged; overseas business transacted; special VW parcel shelves and roof racks; open to 6 p.m., Saturdays.—Colborne Garage, Ltd., Ripley (Surrey). Tel. Leigh-on-Sea 78247. (0017/R)

CROYDON
DONALD VINCE & Co., Ltd., area dealers and specialists; demonstrations, early delivery all models. London Rd., Croydon. Tel. 5775 or 1147. (0341/R)

DSM for your VW.—D. S. Moss, 5, Hampstead Rd., Watford. Tel. 21671. (0088)

SUSSEX distributors.—Jestwick (Hove), Ltd., St. John's Rd. Hove. Tel. 34037-8. (0190/R)

CHALKWELL MOTOR Co. Ltd., for Volkswagen.—Westcliff-on-Sea. Tel. Leigh-on-Sea 78247. (0017/R)

CROYDON—H. Harmer Car Sales, Ltd., area dealers, 444-3, Brighton Rd., South Croydon, Tel. Bywood 1366-7-8. (0127/R)

KIDDEY'S GARAGE, Volkswagen cars, transporters, Microbus and caravans, official agents.—21a, Harberson Rd., S.W.12. Balham 2531. (0298/R)

ELM AUTOSALES, Ltd., for enthusiastic sales and service for Volkswagen.—56-58, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (N2067)

STRATSTONE, Ltd., London distributors, comprehensive range always available at West End Showrooms.—40, Berkeley St., W.1. Mayfair 4404. (N4022)

DEVON Caravette Mark II, immediate delivery.—J. Johnson & Brown, 285-270, High St., Bromley, Ravensbourne 8941. (N2086)

EUROPEAN CARS, Ltd., London distributors; early delivery; demonstrations; exchanges, terms; also vans, pick-ups and buses. 131, Old Brompton Rd., S.W.7. Fre. 7711. (0900/R)

DISTRIBUTORS Devon, Cornwall and Somerset, demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. (0783)

N.W. London authorised dealers, demonstration any time, exchanges, terms.—Walter Scott, Ltd., 39, College Cres., N.W.3. (Swiss Cottage Tube.) Fri. 44006. (N4006)

THE SERVICE GARAGES (SOUTH EASTERN), Ltd., early delivery; full range of models, demonstrations any time.—85, East Hill, Colchester. Tel. 2772. (0055)

DAVIES MOTORS, Ltd., official distributors, demonstration cars and Microbus conversion available; latest models on display; full service and spares facilities.—554, London Rd., Ashford. Midx. Ashford 3671-2. Open Saturdays. (N1050)

V&F MONACO MOTORS, Britain's largest stocking agents; early delivery all VW models including Micro-caravans; spares, accessories, specialised service.—363, Fulham Rd., S.W.10. Tel. Flaxman 4535. (0651/R)

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THE amazing Volvo.

THE family saloon with a real sports car performance. SEE and try the Volvo 122S at:—

BROOKLANDS MOTOR Co., 103, New Bond St., W.1. Mayfair 8351. (C1029)

ARNOLD & COMBEN, Ltd.,
122S saloon in stock (choice of colours) and for demonstration.—Farnham, Surrey, 5215. (1005/R)

WOKING MOTORS, renowned as luxury car specialists, are now the Surrey distributors for the outstanding Volvo.

ENQUIRIES—demonstrations.—Maybury Hill, Woking, Surrey. Woking 4277-9-9. (N4057)

JOHNSON & BROWN distributors offer for immediate delivery Volvo cars.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. (N2073)

BUCHANAN OF GLASGOW—Scottish area distributors, demonstrations and part exchange quotations completely with obligation.—250-258, Woodlands Rd., Glasgow C.3. Tel. Douglas 3738. (0374/R)

GLoucestershire and Somerset: E. T. Lundesgaard Ltd., 106-110, Southgate St., Gloucester, can deliver from stock the fantastic Volvo.—Tel. 21001-2 and 22850. (0904/R)

ELM AUTOSALES, Ltd., area dealers for the amazing new Volvo; immediate delivery and demonstration.—16, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (N2067)

DISTRIBUTORS for East Sussex; demonstration car available; delivery from stock.—L. F. Ward (Pyecombe), Ltd., London Rd., Pyecombe, Sussex. Tel. Hassock 252. (N2139)

V&F MONACO MOTORS, Chelsea and Kensington retail agents; demonstration car available; spares, service.—363, Fulham Rd., S.W.10. Tel. Flaxman 4536. (0066/R)

CAMBRIDGE MOTORS, Volvo distributors for the whole of Essex, can give immediate delivery from stock of the brilliant Volvo 122S.—Cambridge Motors, Springfield Rd., Chelmsford. Tel. Chelmsford 4881. Evening Service: Chelmsford 51617. (N1149)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Tel. Wyvern 481-2-3, distributors for Hertfordshire of the sensational new Volvo 122S, demonstrations with pleasure; delivery from stock; our showrooms are open 7 days a week. (N1001)

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SIDNEY MARCUS, Ltd.,
YOUR Wolseley dealer in Knightsbridge, early delivery all models. 33, Sloane St., S.W.1. Tel. Belgravia 3721. (N3006)

ROWLAND SMITH'S for Wolseley.
PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

YES—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your mail depot.—Tulse Hill 3434. (0813/R)

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Forest Hill 9351-2. (N2115/R)

NEW Wolseley 15/60 for early delivery; list price.—Herd's Garage & Eng., Ashford, Midx. Tel. 2064. (N2132)

DAVIES CAR CENTRE, your agents for Wolseley.—22-34, Horn Lane, Acton, W.3. Acorn 6731. (N1120)

DORKING MOTOR Co. (1958), Ltd., for early delivery 6/90, 15/60, 1500 and Fleet model.—Dorking 2256. (N1089)

NOW you can choose for early or immediate delivery from the new Wolseley range, full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. (N2008)

CHAIN OF MIDDLESEX—Exclusive B.M.C. dealers; all marques, 6/99 automatic demonstration model available for tests.—Per. 4404. (N1043)

CROYDON—C. W. J. Coles, Ltd., adjoining South Croydon Station, Croydon 0074. Wolseley all models. (N1198)

KDM & CHERRINGTON, Ltd., for Wolseley; exchanges & h.p.—9, Albemarle St., W.1. Grosvenor 5551. (N2054)

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Wolseley agents, quick deliveries; part exchange specialised service.—Lytelton Rd. (A1), N.2. Speedwell 3500/3550. (0085/R)

HERBERT & MILLS, Ltd., for early delivery of the new Wolseley models, from 1/10 deposit, up to 4 years to pay.—Church Rd., Ashford, Midx. Tel. Ashford 2960. (N2035)

CITADEL MOTORS OF CARLISLE, Ltd., offer the complete new Wolseley range; first-class attention and delivery irrespective of distance.—55-59, Warwick Rd., Carlisle. Tel. Carlisle 25122. (0406/R)

DENHAM SERVICE STATION, Ltd., B.M.C. dealers, offer early delivery models 6/90 and 15/50 saloon; part exchanges and h.p. terms.—Oxford Rd., Denham, Bucks. Tel. Denham 2266. (0659)

PROSSERS OF GLASGOW, the largest Wolseley and M.G. distributors outside of London, carry the complete range of new stock, demonstration car always available.—123, Bothwell St., Glasgow. (0657/R)

EDGEMOND WATKINS, Ltd., sole London distributors, earliest delivery 1500, 15/60, 6/99 models; exchange and hire purchase.—12, Berkeley St., W.1 (Mayfair 5951); 12, Chelsea Manor St., S.W.3 (Flaxman 8181); 399, London Rd., Croydon (Thornton Heath 4283); 425-445, St. Albans Rd., Watford (Watford 22311). (N4046)

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam cars are available from the distributors.—Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3403. (0012/R)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO
SELF-DRIVE Vauxhall (Victor, Velox, Bedford caravan) or Austin (A35, A40, A55, A95), all with heaters, some with radio; charges at 3 rates from 3pns p.w. (summer 5pns); A.A. membership, continental touring; overseas correspondence answered by return air mail; clients met at any U.K. port or airport.
SYNCHRO CAR HIRE Ltd., Petersham Mews, London, S.W.7. Knightsbridge 9222. Cables: Synchro, London. (0636/R)

IVOR HILL, Ltd.
NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5666. (0360/R)

XXX H. F. EDWARDS OF EPSOM.
SELF-DRIVE Hire Cars.

1959 Austin A35s, A40s, A55s, A95s, Hillman Minx, Morris Minor saloons and travellers.
REDUCED rates for long period hire; winter rates Oct.-March (except Xmas week) 25/- per day, 68 per week, unlimited mileage.

OVERSEAS visitors specially catered for: met at airport; half-way between London and Gatwick airports, constantly in touch with both, therefore no delay due to diversions.
PIONEERS of self-drive hire for over 30 years.

28-34, Upper High St., Epsom. Tel. Epsom 5611-5. (M1001)

GEE CARS, Ltd., 60-62, Queenstown Rd., London, S.W.6. Tel. Mac. 3363-4 or Knightsbridge 4733.

NEW FORD saloons, all models for hire; special rates for overseas visitors. (0746/R)

LIVERPOOL Drive Hire—Cliff Holden (Motors), Ltd. Tel. Bury 294, 3083, 1685. (0564/R)

LANCASHIRE Drive Hire—Cliff Holden (Motors), Ltd. Tel. Bury 294, 3083, 1685. (0275/R)

SMITH & HUNTER for self-drive, inclusive rates.—376, Kensington High St., W.14. Western 6417.

MANCHESTER—Drive yourself; latest Vauxhalls; overseas visitors specially catered for; winter rates; SUREFLEET, delivery anywhere in England free; unlimited mileage.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. (0646/R)

FOR self-drive hire you'll do much better with Morleys of Kingston.
WINTER rates from September 19th (excluding Christmas): 1959 Austin A35, Morris Minor 1000 and Standard 10s, £3 per week and 4d per mile, or £3 unlimited; 1959 Austin A55 Parina and Vauxhall Victor Series II, £4 per week and 4d per mile, or £10/10 unlimited; all de luxe models with heater; also available, Austin A40s and Minor estate cars; rates include insurance; period hire discount on unlimited rates up to 40%.

SPECIAL facilities for overseas visitors.

CONTRACT hire—see separate advert.

G. P. MORLEY (SELF-DRIVE), Ltd., for Minors, A35s and A40s, 76, Cambridge Rd., Kingston-on-Thames. Tel. Kingston 9941-2; and for larger models, 13, Coombe Rd., Kingston-on-Thames. Tel. 8985-6. Cables: Karhire, Kingston-on-Thames. (M1306/R)

SELF DRIVE CARS, Kensington, W.8.—Visitors from more than 65 countries have enjoyed our service. **DRIVE** a new Austin, Ford Hillman, Morris or Vauxhall; comprehensive insurance.
CARS for home use; generous free mileage, or unlimited mileage rates.

SELF DRIVE CARS, Adam & Eve Mews, Kensington, W.8. Ws. 0802-4795. Cables: Britcars. (0166/R)

JOYRIDE, Ltd.—New cars and utilities for hire; unlimited mileage.—Palmer's Green 1441. Hillside 5244. (M13120/R)

MANCHESTER Drive Hire—Cliff Holden (Motors), Ltd. Tel. Bury 294, 3083, 1685; and for larger models, Bolton. Tel. 2483. (0276/R)

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park 9864-5. (0466/R)

FOREST HILL 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.23. (0679/R)

BEDFORD Dormobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-4-5. (0973/R)

1959 self-drive cars to hire at the lowest rates; Self Motoring, Ltd., 197, Fulham Rd., S.W.3. Plaxman 5566-7. (0055/R)

SUSSEX MOTORS—Self-drive fleet of Austins, Morris, Fords and Vauxhalls, all models; overseas visitors special facilities.—Burwood Mews, Edgware Rd., London, W.2. Amb. 5025. (0589/R)

SELF-DRIVE Minor 1000s, Austins, Fords.—Rons (Car Hire), Ltd., 3, Choumont Rd., Peckham, S.E.15. New Cross 1566; and 135, High St., Bromley, Kent (Ravensbourne 0205). (0921/R)

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered—Bri. 5532 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. (0683/R)

1959 Crestas, Velox's, Victors; 1959 Consuls, Prestige, Angles, radials and heaters. A.A. membership, unlimited and limited mileage rates; evening hire 15/- 4 p.m. to 9 a.m., 30 free miles.

ALLANCE, Barrie House Garage, Barrie House, Lancaster Gate, W.2. Pad. 2646/6801. (0322/R)

1959 Austins; competitive rates; limited or unlimited mileage.—Car Hire (Mayfair), Ltd., 12-16, Bourdon St., Berkeley Sq., W.1. Mayfair 8689; and Mansel Rd., S.W.19 Wimbledon 3834/0218. (0994/R)

DRIVE YOURSELF HIRE CO. (LONDON), Ltd., all cars for delivery, business, pleasure, on leave, any period; tariff on request.—20, Grosvenor Place, Victoria, S.W.1. Slo 9644. 306, Seven Sisters Rd., Finsbury Park, N.4. Sta 5493. (0507/R)

CARS FOR HIRE

COMING on leave, visiting Britain? Drive the handsome Parina-styled Austin A55s, A40s; Consuls, Minors, Prestiges, Populairs, from 4/4pns per week; unlimited mileage; quarterly hire; also short period; no finer value in vacation motoring.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3. Hamstead 0087-8-9. (0051/R)

SELF-DRIVE Morris and Wolseley saloons for U.K. and Continental touring; Volkswagen, Morris Hillman saloons and Volkswagen Microbus based Ostend; graduated long-term rates.—Details: Bailey's Travel Service, 9, Sundridge Parade, Bromley, Kent, Rav. 3235. (0818/R)

OVERSEAS visitors.—Our self-drive organisation specialise in supplying the type of car you require for any period; your car can await you at any airport or embarkation port; touring maps, itinerary, baggage assistance, etc.; our fleet includes Austins, Fords, Rovers, Jaguars, Morris and Standards.—Cliff Holden Ltd., Bolton St., Bury, Tel. 294; and Churchgate, Bolton, Tel. 2483. (0242/H)

AT Airport Arrivals London or London Airport Terminals your new car without Purchase Tax will await you. Buy it through our organisation and take it back overseas at the end of your leave; no charge for our services; new cars from £300. Alternatively have the use of a car for your leave on our Guaranteed Repurchase Scheme or Self Drive Hire Scheme; inquiries receive immediate Airmail reply: A.A. and R.A.C.—Steele Griffiths, London, S.E.3, England. (0062)

DAY AND NIGHT SERVICE

A.O. (Always open). N.S. (not Sundays).

ASHFORD, Middx—Herbert & Mills, Ltd. Church Rd., R.A.C. and A.A. reprs.—Tel. 2679/280. A.O. (2222/R)

ALDARDS OF BRIXTON—Ford main dealers for day and night spares and repairs service.—Brixton 6431. Sunday emergency breakdown service.—Fitzton 6434. (0778/R)

CONTRACT HIRE

MORLEYS OF KINGSTON.

CONTRACT hire.

SPECIAL offer of 12 months' contract on 1959 Austin A35 £3/10 per week, 1959 Morris 1000 or Standard 10 £4/10 per week, 1959 Austin A55 or Vauxhall Victor £4/10 per week; all de luxe models with heater, including tax and A.A./R.A.C. membership.

G. P. MORLEY (SELF-DRIVE), Ltd., 76, Cambridge Rd., Kingston-on-Thames. Tel. Kingston 9941-2. (M1306/R)

ALBON'S GARAGE, 105-107, Longbridge Rd., Barking. Tel. Rippeway 1285. (T9199)

BINOCULARS

CANADIAN ex-naval officers' (Bausch & Lomb pattern) 7x50 prismatic, eyepiece focussing.—A. W. Young, 47, Mildenhall Rd., London, E.3. Tel. Amherst 6521. (9107)

CAR BADGES

CAR badges supplied: schools, clubs, regiments, warships, R.A.F. squadrons; 32/6; brochure free.—Montague Jeffrey, St. Giles St., Northampton. 19918

CAR RADIO AND AERIALS

PYE car radio, unbeatable service and terms; no interest h.p.; full details free.—Wiseman's, 21, Ancaster Rd., Beckenham, Kent. (Bec. 1409) (0736/R)

MOTOROLA, world's finest car radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. (0419/R)

RADIOMOBILE accredited dealers; fitting and car radio repairs by appointment.—Normand, Ltd., 405, King St., W.6. Riverside 3665-6. (0220/R)

SPIKINS (TWICKENHAM), Ltd., for Radiomobile, Pye, Ekco, Motorola; trade and retail; installations and service on all makes; trade and retail enquiries.—466-490, Edgware Rd., London, W.2. Paddington 0022. (0936/R)

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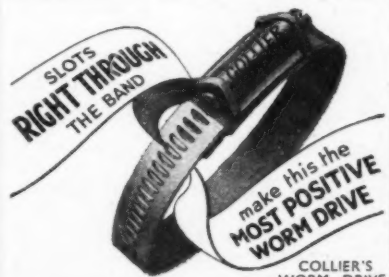
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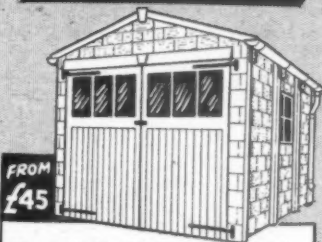
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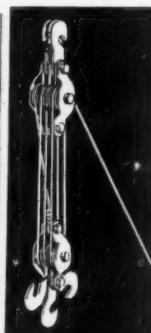
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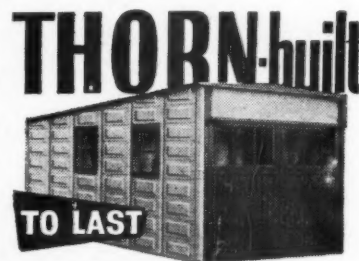
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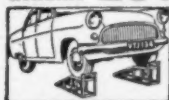
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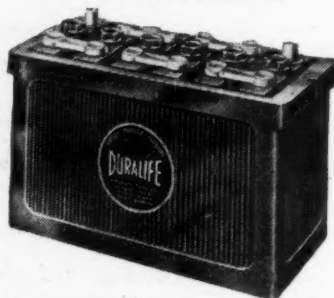
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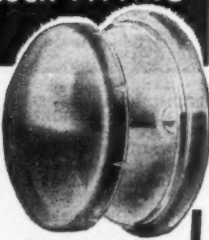
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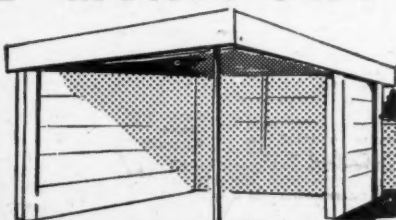


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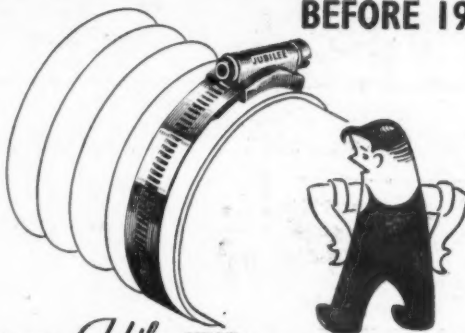
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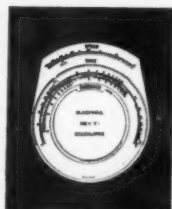
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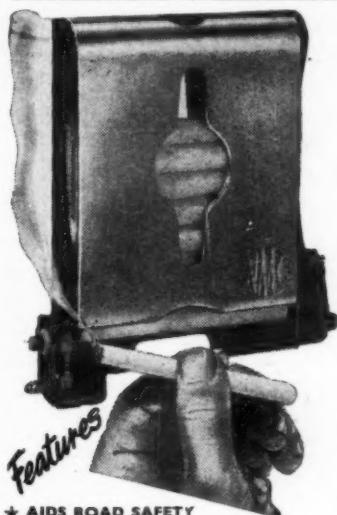


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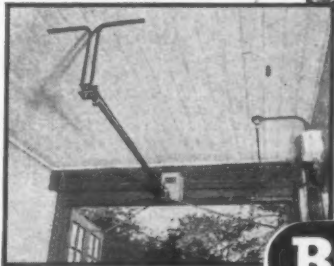
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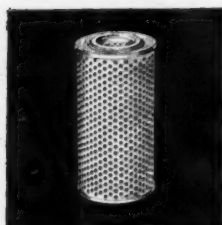
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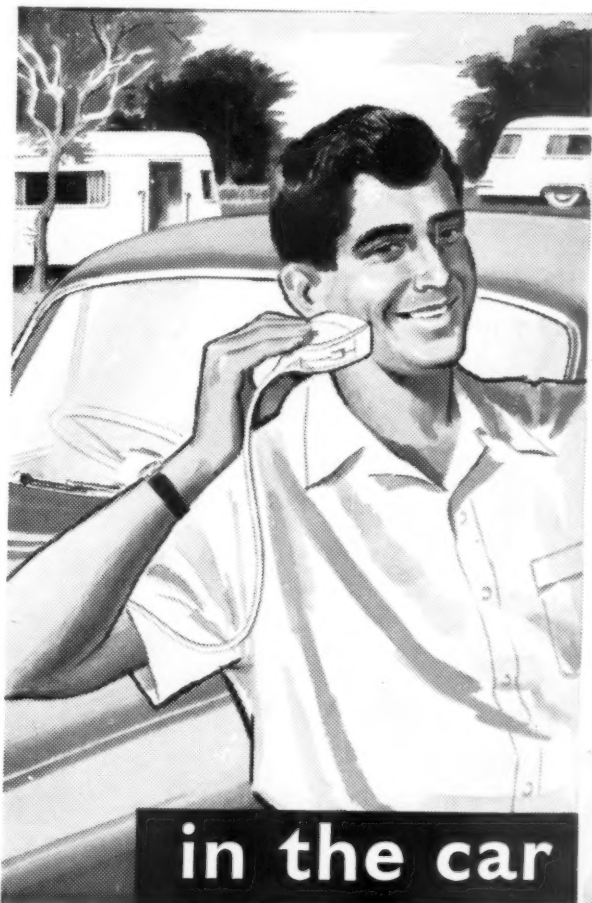
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